

1 [Automatic Parking Garages]

2 AMENDING SAN FRANCISCO PLANNING CODE SECTION 155 BY ADDING SECTION
3 155(C)(1) TO ALLOW THE USE OF AUTOMATIC GARAGES OR CAR ELEVATORS TO
4 MEET THE REQUIREMENT FOR INDEPENDENT ACCESSIBILITY FOR PARKING
5 SPACES REQUIRED BY RESIDENTIAL USES.

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7 Note: Additions are underlined; deletions are in ((double parentheses)).

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

9 Section 1. The San Francisco Planning Code is hereby amended by amending Section
10 155, to read as follows:

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

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

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

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

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1 (c) Every off-street parking or loading space shall have adequate means of ingress
2 from and egress to a street or alley. Every required off-street parking or loading space shall be
3 independently accessible, with the exception of a parking space for a minor second dwelling
4 unit in an RH-1(S) District, or as otherwise provided by the Bernal Heights Special Use District
5 set forth in Section 242. In C-3 Districts, if it is found, in accordance with the provisions of
6 Section 309, that independently accessible spaces are infeasible due to site constraints, or in
7 South of Market Districts if it is found, in accordance with the provisions of Section 307(g) of
8 this Code, that independently accessible spaces for nonresidential activities are infeasible due
9 to site constraints or that valet parking would provide a more convenient and efficient means
10 of serving business clients, the substitution of attendant parking spaces for independently
11 accessible spaces may be approved. Access to off-street loading spaces shall be from alleys
12 in preference to streets.

13 In C-3 Districts, where possible, access to off-street parking and loading spaces shall
14 be from streets and alleys which are identified as base case streets in the Downtown
15 Streetscape Plan and minor streets rather than transit preferential streets or major arterial
16 streets, all as identified in the Downtown Plan, a component of the Master Plan.

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

20 (1) For residential uses, independently accessible off-street parking spaces shall
21 include spaces accessed by automated garages, or car elevators, provided that no car needs
22 to be moved under its own power to access another car.

23 (d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-R, C-3-
24 G, and South of Market Districts shall be completely enclosed and access from a public street
25 or alley shall be provided by means of a private service driveway, which is totally contained
within the structure. Such a private service driveway shall include adequate space to

1 maneuver trucks and service vehicles into and out of all provided spaces, and shall be
2 designed so as to facilitate access to the subject property while minimizing interference with
3 street and sidewalk circulation. Any such private service driveway shall be of adequate width
4 to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no
5 case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is
6 determined to be primarily used for building service, pursuant to the provisions of Section 309
7 in a C-3-O, C-3-R or C-3-G District, or the provisions of Section 307(g) in a South of Market
8 District, up to four spaces may be allowed to be individually accessible directly from such a
9 street or alley.

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

14 (f) In a C-3 or South of Market District, whenever off-street freight loading spaces
15 are provided, freight elevators immediately accessible from the loading dock shall be provided
16 to all floors which contain uses that are included in the calculation of required number of
17 freight loading spaces. If freight loading facilities are subterranean, the location and operation
18 of freight elevators shall be designed, where feasible, to discourage use of freight elevators
19 for deliveries from the ground floor. Directories of building tenants shall be provided at all
20 freight elevators. A raised loading dock or receiving area shall be provided with sufficient
21 dimensions to provide for short-term storage of goods. All required freight loading and service
22 vehicle spaces shall be made available only to those vehicles at all times, and provision shall
23 be made to minimize interference between freight loading and service operations, and
24 garbage dumpster operations and storage.

1 (g) In order to discourage long-term commuter parking, any off-street parking
2 spaces provided for a structure or use other than residential or hotel in a C-3 District, whether
3 classified as an accessory or conditional use, which are otherwise available for use for long-
4 term parking by downtown workers shall maintain a rate or fee structure for their use such that
5 the rate charge for four hours of parking duration is no more than four times the rate charge
6 for the first hour, and the rate charge for eight or more hours of parking duration is no less
7 than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall
8 be permitted for weekly, monthly or similar time-specific periods.

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

12 (i) For each 25 off-street parking spaces provided, one such space shall be
13 designed and designated for handicapped persons.

14 (j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-
15 street parking spaces provided, one space shall be provided for parking of a bicycle.

16 (k) Off-street parking and loading facilities shall be arranged so as to prevent
17 encroachments upon sidewalk areas and adjacent properties, in the maneuvering, standing
18 and storage of vehicles, by means of the layout of facilities and by use of bumper or wheel
19 guards or such other devices as are necessary.

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

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

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

3 (o) No area credited as all or part of a required off-street parking space shall also be
4 credited as all or part of a required off-street loading space, or used as all or part of an
5 unrequired off-street loading space. No area credited as all or part of a required off-street
6 loading space shall also be credited as all or part of a required off-street parking space, or
7 used as all or part of an unrequired off-street parking space.


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

11 (q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.
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14 APPROVED AS TO FORM:

15 LOUISE H. RENNE, City Attorney
16

17 By:


18 Audrey Williams Pearson
19 Deputy City Attorney
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SUPERVISOR YAKI
BOARD OF SUPERVISORS

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June 12, 2000



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails Ordinance

File Number: 001102

Date Passed:

Ordinance amending San Francisco Planning Code Section 155 by adding Section 155(C)(1) to allow the use of automatic garages or car elevators to meet the requirement for independent accessibility for parking spaces required by residential uses.

July 31, 2000 Board of Supervisors — PASSED, ON FIRST READING

Ayes: 10 - Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yee

Absent: 1 - Yaki

August 7, 2000 Board of Supervisors — FINALLY PASSED

Ayes: 10 - Ammiano, Becerril, Bierman, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

Absent: 1 - Brown

File No. 001102

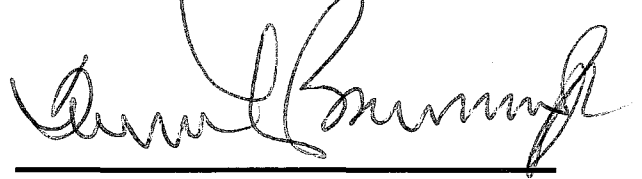
I hereby certify that the foregoing Ordinance
was FINALLY PASSED on August 7, 2000 by
the Board of Supervisors of the City and
County of San Francisco.

AUG 18 2000

Date Approved



Gloria L. Young
Clerk of the Board



Mayor Willie L. Brown Jr.