[Automatic Parking Garages]

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.

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

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

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

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

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

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

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

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

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

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

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

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

(f) In a C-3 or South of Market District, whenever off-street freight loading spaces
are provided, freight elevators immediately accessible from the loading dock shall be provided
to all floors which contain uses that are included in the calculation of required number of
freight loading spaces. If freight loading facilities are subterranean, the location and operation
of freight elevators shall be designed, where feasible, to discourage use of freight elevators
for deliveries from the ground floor. Directories of building tenants shall be provided at all
freight elevators. A raised loading dock or receiving area shall be provided with sufficient
dimensions to provide for short-term storage of goods. All required freight loading and service
vehicle spaces shall be made available only to those vehicles at all times, and provision shall
be made to minimize interference between freight loading and service operations, and
garbage dumpster operations and storage.
(g) In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than residential or hotel in a C-3 District, whether classified as an accessory or conditional use, which are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

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

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

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

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

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

(m) Every off-street parking or loading facility shall be suitably graded, surfaced, drained and maintained.
(n) Off-street parking and loading spaces shall not occupy any required open space, except as specified in Section 136 of this Code.

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

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

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

APPROVED AS TO FORM:

LOUISE H. RENNE, City Attorney

By: Audrey Williams Pearson
Deputy City Attorney

SUPERVISOR YAKI
BOARD OF SUPERVISORS

June 12, 2000
File Number: 001102

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
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.

Gloria L. Young
Clerk of the Board

Mayor Willie L. Brown Jr.