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Executive Summary
General Plan and Planning Code Amendment
HEARING DATE: MAY 16, 2013

Date:	May 9, 2013
Case No.:	2011.0397T, M
Project:	**General Plan and Planning Code Amendments for Bicycle Parking**
Initiated by:	John Rahaim, Director of Planning
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Reviewed by:	AnMarie Rodgers, Manager, Legislative Affairs anmarie.rodgers@sfgov.org
Recommendation:	Approval

INTRODUCTION

This Executive Summary describes both the proposed Ordinance to amend the General Plan (see Exhibit F) and the proposed Ordinance to amend the Planning Code (See Exhibit G). The San Francisco Planning Commission (hereinafter "Commission") will be considering adoption of both Ordinances at the May 16, 2013 hearing. On August 9, 2012, the Commission initiated amendments to the Planning Code requirements for bicycle parking. On April 4, 2013, the Commission initiated amendments to re-adopt the previously adopted General Plan Amendments, including changes to the Transportation Element and the Downtown Area Plan of the General Plan. As this Commission has previously adopted the same amendments to the General Plan in 2009 (as further explained below), the bulk of this report will focus on the new action: amending the Planning Code to create new bicycle requirements.

I. GENERAL PLAN AMENDMENTS

The amendments to the General Plan include revisions to the Transportation Element, the Downtown Area Plan, and corresponding revisions to the Land Use Index of the General Plan. These General Plan Amendments were originally recommended by the Planning Commission to the Board of Supervisors for the Board's approval on June 25, 2009 in Resolution 17914. On June 25, 2009 (in Resolution 17912), the Planning Commission certified an environmental impact report (EIR) prepared for the 2009 Bicycle Plan, and (in Resolution 17913), adopted findings pursuant to CEQA, including a statement of overriding considerations and a mitigation monitoring and reporting program. In August 2009, the San Francisco Board of Supervisors adopted the recommended General Plan Amendments in Ordinance 188-09, incorporating by reference the Planning Commission's environmental findings in Resolution 17913. On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the 2009 Bicycle Plan EIR complied with CEQA but that the findings adopted pursuant to the CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts that cannot be mitigated. This action therefore re-adopts the previously adopted General Plan Amendments as described above, with environmental findings modified to address

the Court of Appeals concerns.. The action only recommends re-adoption of the General Plan Amendments previously adopted in Ordinance 188-09 with these modified environmental findings; no other changes are proposed. The Commission initiated the re-adoption of these General Plan Amendments on April 4, 2013. On May 7, 2013, the San Francisco Municipal Transportation Agency re-adopted the 2009 Bicycle Plan, with similarly modified environmental findings.

The following is a description of the General Plan Amendments (attached in full in Exhibit F) as noted in the original Case Report from the 2009 hearing:

> "Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City's General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions. The proposed General Plan amendments are related to increasing bicycle use and bicycle safety in San Francisco. The proposal would revise Objectives, Policies, text, and figures/maps to the Transportation Element and the Downtown Area Plan of the General Plan. Bicycle use in San Francisco and across the nation is increasing and the proposed amendment acknowledges the shifts in transportation modes. It would revise the General Plan to encourage additional bicycle use, particularly in the downtown and in other dense neighborhoods where parking is limited. The amendment call for transit providers to allow bicycle users to also use transit to reach their destinations where appropriate, and to encourage alternatives to single-occupant vehicular use. Although the General Plan already contains policies regarding bicycle use, more people are using bicycles to reach their destinations in the City and throughout the region. Though the objectives, policies and figures were accurate at the time that the General Plan was published, they no longer accurately characterize increasing use of alternative travel modes, including increased use of transit, bicycle and walking."
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> "The proposed General Plan amendments, if approved, would enable the Planning Commission to recommend finding the 2009 Bicycle Plan, published by the San Francisco Municipal Transportation Agency, in conformity with the General Plan, incorporate the 2009 Bicycle Plan by reference into the General Plan, and to find individual bicycle projects that are described in the Bicycle Plan and proposed to be implemented in the short term, in-conformity with the General Plan to the extent such project fall within Planning Commission jurisdiction. Long range projects and projects that the Bicycle Plan does not describe in detail would require submittal to the Planning Department for Environmental Review and General Plan referral determination(s). The General Plan amendments also would revoke the 2005 General Plan amendments related to the 2005 Bicycle Plan, in accordance with the Superior Court's directive."

II. PLANNING CODE AMENDMENTS

The proposed Ordinance would amend the San Francisco Planning Code (hereinafter "Code") by (1) repealing Sections 155.1 through 155.5 regarding bike parking requirements in their entirety; to revise the bicycle parking standards; (2) renumbering Section 430 as Section 431 and adding a new Section 430 that allows portions of bicycle parking requirements to be satisfied with an in lieu fee; (3) amending Section 145 to define bicycle parking as an active use; (4) amending Section 150 to allow conversion of automobile parking to bicycle parking; and (5) amending Sections 102.9 , 155(j), 157.1, 249.46 and 307 to make conforming changes. The Ordinance would also amend the San Francisco Environment Code Section 402 to revise cross-references to the Code. The Commission initiated these proposed amendments on August 9, 2012 and held an informational hearing on December 13, 2012.

The Way It Is Now:

The bicycle parking requirements in the Code are currently spread across Sections 155.1-155.5 based on ownership and use representing the order in which the Sections were added to the Code. The existing Sections are organized as follows:

- Section 155.1 City-Owned And Leased Buildings,
- Section 155.2 City-Owned And Privately Owned Parking Garages,
- Section 155.3 Shower Facilities And Lockers Required In New Commercial And Industrial Buildings And Existing Buildings Undergoing Major Renovations,
- Section 155.4 Bicycle Parking Required In New And Renovated Commercial Buildings, and
- Section 155.5 Bicycle Parking Required For Residential Uses.

The Way It Would Be:

The proposed changes would organize bicycle parking controls thematically in an order similar to other Code sections as follows:

- Section 155.1: Bicycle Parking: Definitions and Standards,
- Section 155.2: Bicycle Parking: Applicability and Requirements for Specific Uses,
- Section 155.3: Bicycle Parking: Requirements for Existing City-Owned and Leased Buildings and Garages,
- Section 155.4: Bicycle Parking: Requirements for Shower Facilities and Lockers,
- Section 307 (k): Zoning Administrator (hereinafter "ZA)" Procedures for Bicycle Parking Requirement Waivers, and
- Section 430 : Bicycle Parking in Lieu Fee.

In addition, following modifications are being proposed:

- Section 145 Frontages, Outdoor Activity Areas, Walkup Facilities, And Ground Floor Uses And Standards In Commercial, Residential-Commercial, Neighborhood Commercial, Mixed Use, And Industrial Districts: amend to define bicycle parking as an active use,
- Section 150 Off-Street Parking And Loading Requirements.: amend to allow conversion of auto parking to bicycle parking, and
- Section 305 Variances: amend to limit application for variance from bicycle parking only when off-street automobile parking does not exist.

A Zoning Administrator Bulletin would provide additional clarity on how the Department will implement Section 155.2. Exhibit C illustrates a draft of the proposed Zoning Administrator Bulletin. This is a document that will be published under the auspices of the Zoning Administrator after the proposed Ordinance is finalized by the Board of Supervisors.

Background

As San Francisco's economy grows, the transportation network endures more strains. The US Census Bureau's American Community Survey (ACS) shows a 66% increase in bicycle commuters in San Francisco from 2002 (2.1% of work trips) to 2010 (3.5% of work trips), third in the nation behind Portland, Oregon (6%) and Seattle, Washington (3.5%) in ridership among major US cities. Other local surveys also reflect increase in bicycle use. San Francisco MTA's annual bicycle counts have more than doubled between 2006 (4,862 riders) and 2011 (10,139) at sampled locations. Additionally, local surveys and traffic modeling estimates show about 75,000 bike trips are being made each day out of over 2 million total trips by all modes (3.7%).

San Franciscans need higher quality and quantity bicycle infrastructure as they lean more towards commuting by bicycles. Cities benefit from bicycling with regards to public health and economic development. A study on Bicycling and Walking in the United States indicate that states with low obesity rates have high levels of bicycling and walking rates. In addition, this study highlights the economic benefits of bicycling: "… communities that invest in these modes have higher property values, create new jobs, and attract tourists. In addition, these communities save money by decreasing traffic congestion and commute times and improving air quality and public health"[1]. SFMTA also lists the costs and benefits of bicycling in comparison with other modes of transportation, which indicates high levels of benefits on public health and economic development (Exhibit A). When San Francisco made Valencia Street better for bicyclists and pedestrians, nearly 40% of merchants reported increased sales and 60% reported more area residents shopping locally due to reduced travel time and convenience. Two-thirds of merchants said the increased levels of bicycling and walking improved business[2]. A study in Portland also confirms such findings. The Bureau of Transportation of the City of Portland found that merchants are interested in removing on-street car parking to replace them with on-street bicycle parking[3]. Such increasing demand and interest towards bicycling instigates higher quality bicycle infrastructure including bicycle parking.

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1 "Bicycling and Walking in the United States: 2012 Benchmarking Report", Alliance for Biking and Walking, retrieved at http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20%20-%20Final%20Draft%20-%20WEB.pdf on February 22, 2013.

2 "Complete Streets Spark Economic Revitalization", National Complete Streets Coalition, retrieved at http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-revitalize.pdf on February 21, 2013.

3 "How Portland Benefits from Bicycle Transportation". City of Portland Bureau of Transportation, retrieved at http://www.portlandoregon.gov/transportation/article/371038 on February 22, 2013.

Bicycle parking requirements were first adopted in San Francisco in 1996 for City-owned and leased buildings in San Francisco. These requirements were subsequently expanded on a piecemeal basis to City-owned and privately owned garages in 1998, commercial and industrial uses in 2001, and residential uses in 2005.

The San Francisco Bike Plan adopted in 2009[4] set as one of its major goals to 'ensure plentiful, high quality bike parking' in San Francisco. In order to achieve this goal, SFMTA has asked that the existing Planning Code be amended to better address bicycle parking. The plan identifies changes that would expand and increase these requirements and also organize and consolidate the existing Code sections. The proposed legislation would help implement many of these actions specified in the adopted San Francisco Bike Plan. The re-adoption of the San Francisco Bicycle Plan does not propose any changes to this policy or any other policy in this Plan and it would only re-adopt the Bike Plan with new environmental findings.

Outreach and Engagement

The Commission initiated these proposed amendments on August 9, 2012. At the initiation hearing, the Commission requested that the Department engage in additional outreach. Since the initiation hearing, the Department has reached out to and consulted with many stakeholders including: San Francisco Bike Coalition, Building Owners and Managers of San Francisco (BOMA), San Francisco Residential Building Associations (RBA), Union Square CBD, Real Estate Department, Department of Environment, and SFMTA. Staff received comments from many of these stakeholders. The participation process included iterative revisions and coordination with these stakeholders.

Research on Best Practices

Staff conducted further research on best practices of bicycle parking in comparable cities that have comparable or higher rates of bicycle commute and share similar urban characteristics with San Francisco. These cities include Portland, Vancouver, and New York, as well as the national standards established by the Association of Pedestrian and Bicyclist Professionals. Exhibit B illustrates the detailed comparison of bicycle parking requirements based on parsing of uses in those cities. This comparison revealed that existing bicycle parking requirements in San Francisco need significant revisions. These best practices recognize that different types of uses generate different demand for bicycle parking and therefore requirements are tailored specifically for different use categories. This comparison also found that San Francisco's existing required quantity of bicycle parking fell significantly short of recommended best practices and national standards.

[4] The Board of Supervisors adopted the Bicycle Plan with Ordinance Number 188-09: http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances09/o0188-09.pdf

The Proposed New Planning Code Requirements:

Proposed Ordinance

Learning from stakeholders, best practices, national standards, as well as the trends in rate of bicycling as a mode of commute, this Ordinance proposed many changes to the bicycle parking requirements which are explained below. Overall, this Ordinance would modify the bicycle parking requirements by aligning requirements based on different demand generated by different types of uses, upgrading the quantity of bicycle parking to minimum 5% of trips generated by bicycle and national standards, and defining detailed design and layout requirements.

Increasing and Expanding Bike Parking Requirements

Looking at cities with similar urban characteristics to San Francisco and the City's increasing high bike ridership, staff found the existing bicycle parking requirements do not provide sufficient infrastructure for the existing bicycle use in the City. The surge in use of bicycles calls planning for an infrastructure that could sufficiently accommodate the increasing demand. Exhibit B shows bicycle parking requirements for different uses in comparable cities such as Vancouver, Portland, New York, as well as the American Pedestrian and Bicycling Standards. For example, for residential uses both Portland and Vancouver require more than one Class One parking for each unit while the existing requirements in San Francisco is 0.5 spaces per unit for the first 50 units and one space for each four units for any portions above 50 spaces. The proposed Ordinance requires one Class One space per each unit for buildings with four units or more and reduce the requirement for buildings over 100 unit to one spacer per four units for any portion above 100 bicycle parking spaces. The San Francisco Building Code's Green Building Requirements currently mandate provision of bicycle parking equivalent of 5% of vehicle parking requirements- which in some cases are more than the exiting requirements in the Planning Code. Based on these comparisons, the proposed Ordinance establishes separate requirements for Class 1 (secure, weather-proof parking for employees and residents) and Class 2 (highly visible parking for the general public) bicycle parking for multiple use categories. This Ordinance would also update the quantity of such requirements to modern standards (See Exhibit C).

The current bicycle parking requirements only differentiate between residential and commercial uses. This existing parsing of uses in is inconsistent with other standards in the Code. For example, commercial uses are defined to include professional services, retail, industrial, and even some institutional and research and development. The proposed Ordinance (Section 155.2) would tailor the bike parking requirements to specific uses, consistent with other requirements in the Code such as automobile parking. Not only would this format result in consistency and easing of implementation, but also this change acknowledges that some use types have a higher demand for bike parking than others. Examples of use categories include schools and colleges, general retail, offices, grocery stores, manufacturing, medical services, childcare, cultural centers and so forth. For more details see the draft Ordinance in Exhibit C.

Triggers for Bike Parking Requirements in Existing Uses

Currently, the Code defines three criteria that trigger existing commercial buildings to provide bicycle parking: major renovation, major change of use, and the addition of automobile parking. Major renovation includes enlargement that costs more than $1 million, while major change of use remains

unclear and difficult to implement. The proposed Ordinance would modify such triggers to align with triggers of other established requirements in the Code. The new criteria would include: addition of a dwelling unit, enlargement by 20%, change of use when bicycle parking requirement would increase by 20%, and addition of parking. The existing Building Code also has some triggers for providing bicycle parking subject to the State Green Building Requirements. State Law California Title 24, Part 11, Sec 5.701.6.2 requires that under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five (5) percent of the automobile parking spaces for the subject building. The State requirements are attached in Exhibit D. The proposed Ordinance would incorporate the State Law triggers for providing bicycle parking so that when DBI determines that an alteration would trigger the bicycle parking requirements per State Law, they will route such projects to the Planning Department.

Bike Parking Design Standards

The existing bike parking requirements specify the minimum size of a bike parking space as two feet by six feet. It also requires a 5 feet wide pathway to enter or exit the facility. Upon discussions with the Residential Builders Association, such pathways can be narrowed to three feet at maximum of two points (See Public Comment section below for further descriptions of such discussions). The proposed Ordinance provides clearer and more detailed requirements for placement and design of bike parking. A new Zoning Administrator Bulletin would establish design and layout requirements, updated based on more modern bike parking space design and layout standards[5] and would better direct project sponsors on locating and designing usable bicycle parking within their projects. This Zoning Administrator Bulletin would describe specific allowable bicycle facilities as well as the process for securing ZA approval of new types of racks and parking facilities.

Bike Parking Fund

The proposed Ordinance would establish an alternative method to satisfy Class 2 bike parking requirements. Project sponsors could elect to pay a $400 in lieu fee per space to fulfill up to 50% of the Class 2 bike parking requirements for up to 20 bike spaces. The in lieu fee was established by SFMTA based upon the cost of installing a bike parking space[6]. The Ordinance would establish a bike parking fund to maintain these fees. SFMTA would administer this fund and would use the monies to provide on-street bike parking where deficiency exists. The option of paying in lieu fee would also be available when project sponsors seek a waiver for their requirements. Providing this option could streamline the process of installing bike parking on public right-of-ways. Currently project sponsors who choose to satisfy the Class 2 bike parking within the public right-of-way need to secure permits through the Department of Public Works (DPW). The in lieu fee would satisfy the requirement without placing the permit burden on the project sponsor. Instead, through fee payment, DPW and SFMTA would install the bike racks with less required administrative process.

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[5] Such as Guidelines from Association of Pedestrian and Bicycle Professionals.

[6] Similarly the Code's existing in lieu fee for street trees in Section 428 was developed by SF DPW based upon the cost of providing street trees.

Bike Parking as an Active Use

Like other facility users, bike users feel safe when parking their bikes in a highly visible and well lit facility. They also prefer easy access to the facility as opposed to needing to walk their bikes for a long time, or carry their vehicle up or down the stairs. A space near the lobby of buildings can accommodate accessibility, visibility, and safety. The proposed Ordinance would incentivize designating a space near lobby area for bicycle parking by including bicycle parking in the Active Use definition, Section 145 of the Planning Code. Such policy would allow project sponsors to count the bicycle parking space as space eligible for a five foot height bonus in certain zoning districts of the City. This policy also limits the combined lobby and bicycle parking space frontage to 40 feet or 25% of the lot frontage. It requires a direct entrance from the sidewalk into the bicycle parking facility, as well as visibility of the space through window openings. This change is one that the Department anticipates will assist the developers of small projects, which currently have a difficult time meeting the Active Use requirements in the Code.

Conversion of Auto Parking to Bike Parking

The existing bike parking requirements allow the voluntary conversion of automobile parking to bicycle parking where Class 1 bike parking is required. However, this provision in the Code does not specify the details of such conversion and therefore remains unclear and difficult to implement. The proposed Ordinance adds details for such conversion. It would allow conversion of car parking to bicycle parking for both Class 1 and Class 2 requirements, with a minimum of eight bike parking spaces, of any combination, per one auto parking space. Section 150 of the Planning Code explains the requirements for automobile parking. The proposed Ordinance would also amend this Section of the Code so that existing buildings not subject to any bike parking requirements could voluntarily convert their auto parking space to bike parking.

It is important to note that this provision continues to simply allow project sponsors and property owners to convert their auto parking space to bike parking space and does not mandate such conversion.

Bike Parking Requirements for Existing Private Garages

In 1998, legislation[7] was passed that required private garages to provide bicycle parking. This legislation not only applied to proposed new garages, but also to all existing private garages. It provided 18 months since the enactment of the legislation for garages to comply with the requirements. Since this 18 months implementation period has already terminated, the language has been removed from the proposed Ordinance and the same requirements is reflected in the requirements for private garages. New garages would be subject to the updated bicycle parking requirements of the proposed Ordinance while there would be no change in bike parking requirements for existing private parking garages.

City-owned and Leased Buildings and Garages

[7] Ordinance 343-98, November 19, 1998.

The City values being a leader on green building design and the proposed Ordinance continues this tradition. As mentioned earlier in this report, requirements for City-owned buildings were the first bicycle parking requirements that were codified in San Francisco. The existing Code has requirements for Class 1 and Class 2 bicycle parking for City-owned and leased buildings. The Code requires the Department to conduct an annual survey of all these facilities. If the survey finds that the current required bicycle parking is inadequate, the Code states: "the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency."

This proposed Ordinance would require City-owned buildings and garages to comply with the new bicycle parking requirements. This would modify the existing requirements for City-owned and leased buildings. Instead of basing the bike parking requirement on the number of employees, the new requirement would be based on the amount of occupied square feet. While the number of employees of offices constantly changes, building size is constant and represents a more suitable variable to which the bike parking requirements should relate. In consultation with the City's Real Estate Department, City-owned and leased buildings and garages will be given a year to comply with the new requirements after the Ordinances went into effect. Further extensions for compliance may be granted by the Zoning Administrator.

Waivers, Variances and Added Flexibility

The proposed Ordinance (Section 307 (k)) establishes that the Zoning Administrator (hereinafter "ZA") could grant waivers from the bicycle parking requirements. Class 1 bicycle parking requirements could not be waived, but could be allowed at alternative locations, under certain circumstances. All or portions of Class 2 bicycle parking requirements could be waived under certain circumstances. The Ordinance explicitly defines the findings which the ZA would use to make his or her decision. Currently, the Code identifies the Department's Director as the responsible party for granting exemptions for City-owned and public and private garages. The change of making the ZA the arbiter would align bicycle parking exemption processes with existing procedures of obtaining a waiver or variance from other requirements in the Planning Code. The proposed Ordinance also amends Section 305 of the Code, which regulates obtaining Variances. These changes would allow obtaining a variance from the quantity of bicycle parking required only if off-street auto parking does not exist. Obtaining a variance from design and layout requirements would be permissible. Additionally, if project sponsors propose racks that are not listed in the Zoning Administrator Bulletin, such racks cannot be approved until the ZA makes a determination of equivalency in consultation with the SFMTA.

Requirements for Showers and Lockers

The existing requirements for showers and lockers target commercial and industrial uses. Consistent with the proposed parsing of uses, this Ordinance would align uses that would be required to provide showers and lockers with other use references in the Code. The provision of showers would not expand beyond the broad categories of commercial and industrial uses but this Section would be amended to match other Code references to specific use types within the commercial and industrial categories. Additionally, the existing requirements mandate two lockers for every one shower. A survey conducted by SFMTA indicated that lockers are more important as amenities for cyclists than showers. Gym facilities with showers usually accommodate more than two lockers per shower. Upon the

recommendation of SFMTA, the proposed Ordinance would adjust these ratios to 1 to 4 showers to lockers.

Bicycle Parking in the Environment Code

In March 2012 legislation[8] was passed that amended the Environment Code to require owners of existing commercial uses to allow their tenants to bring their bikes into the building. The Tenant Bicycle Access Law in the Environment Code requires such owners to provide a bicycle parking facility per Planning Code requirements, if these existing building owners decide not to allow their tenants to bring their bikes into the building. Staff consulted with the Department of Environment who manages implementation of the Environment Code as well as BOMA who represents the owners of buildings that need to comply with the Environment Code. The proposed Ordinance would make small amendments to the language of the Environment Code regarding the Tenant Bicycle Access Law to clarify that only buildings that are not subject to the Planning Code would be subject to this law.

Consolidation and organizing

A substantial portion of the proposed changes can be classified as "good government" measures meant to improve the clarity of the Planning Code. These changes would consolidate definitions, parking layout, and requirements scattered throughout all the four sections and organize them in two sections. Such changes would help decision makers, Department staff, and the public to better understand, interpret, and implement the requirements of the Code.

REQUIRED COMMISSION ACTION

The General Plan and Planning Code Amendments are before the Commission for adoption.

RECOMMENDATIO N

The Planning Department recommends that the Commission adopt the Resolution recommending adoption of the General Plan Amendments and the Planning Code Amendments.

ENVIRONMENTAL REVIEW

The Planning Commission certified an environmental impact report on the 2009 Bicycle Plan in Resolution 17912 on June 25, 2009, which was affirmed by the Board of Supervisors in Motion M09-136. On May 9, 2013, the Planning Department staff determined that no further environmental review was required in relation to the Planning Code amendments herein.

[8] Ordinance 46-12, March 16, 2012

PUBLIC COMMENT

The Planning Department has received comments from different stakeholders throughout the process of drafting and revising the Ordinance since the initiation date on August 9th, 2012. Below are the summary of these comments:

- **BOMA** expressed concern on implementation of the Environment Code regarding tenant bicycle parking requirements. The proposed Ordinance originally intended to require that existing commercial buildings subject to the Tenant Bicycle Access Law to be subject to the new requirements, when owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles to their workspace. While BOMA was one of the main supporters of the Tenant Bicycle Parking, their members were concerned that the new Planning Code requirements would incur a significant burden on the property owners. In such cases, BOMA found the new requirements of the Planning Code too stringent for existing commercial buildings. Lack of enough space in the building and need for significant remodeling to accommodate a bicycle facility that complies with the proposed requirements were two major areas of concern for BOMA members. After multiple meetings with BOMA and the Department of Environment, staff decided to remove such provision from the proposed Ordinance. As proposed now, buildings subject to the Environment Code's Tenant Bicycle Access Law would not need to comply with the proposed requirements.

- **Department of Environment** (DOE) also focuses on the implementation of the Environment Code. Having heard from many tenants whose employers are subject to the Environment Code, DOE has found out that the existing Environment Code does not specify the bicycle parking requirements clearly, in cases where owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles inside the building. This has raised an issue of owners providing inadequate bicycle parking facilities in order to satisfy the requirements of the Environment Code. However, as mentioned above, after discussions with BOMA, the Department of Environment determined that further outreach and engagement with the existing commercial building owners may be necessary to resolve such issues.

- **San Francisco Bicycle Coalition** provided input specifically on incentives for owners and project sponsors to provide more bicycle parking. SFBC specifically emphasized on allowing conversion of automobile parking to bicycle parking. SFBC also stressed on the importance of locating bicycle parking where bicyclists can ride their bikes to the facility. This also includes prohibiting unreasonable rules that require bikers to walk their bikes in a parking garage.

- **Residential Builders Association** expressed concerns regarding the design and layout requirements for bicycle parking facilities. The RBA is concerned that in smaller scale projects sufficient space would not be available to allow for clearances required between bicycle racks per the proposed Zoning Administrator Bulletin. Staff worked closely with the RBA over several meetings and a site visit to address this issue. The ZA Bulletin, as proposed, now includes specific options for space efficient bicycle racks such as mechanically assisted stacked racks as well as vertical bicycle parking. In consultation with MTA bicycle parking staff, the proposed ZA

bulletin lowers the aisle requirements of the existing code, which is 5 feet from the front or rear of the bicycle to the wall, to 4' from the front or read of the bicycle to the wall. RBA also expressed concern regarding the five foot requirement for the width of a hallway that leads to the bicycle facility and requested for added flexibility. Staff accommodated such concern by allowing constrictions to narrow down the hallway at maximum two points to be as narrow as 3 feet wide. Finally, the RBA requested to exempt projects that have already received Planning Commission approval and have not yet received their building permits to be subject to the new requirements in order not to incur a cost burden on project sponsors to re-design their project. Staff modified the proposed Ordinance to exempt such projects.

- **Department of Real Estate (DRE)** manages the City-owned and leased buildings and therefore reviewed the requirements for such buildings. The DRE expressed concerns focused on how the new requirements would apply to existing buildings, specifically historic buildings with limitations in space. Some minor adjustments were made to the requirements to address such concerns. The DRE concluded that a one year period would be reasonable to update the bicycle parking facilities owned and leased by the City. The DRE felt that, at times, conflicts could arise between pedestrian and bicyclists inside of garages.. To address this concern, legal provisions in the proposed Ordinance would allow certain limiting rules for bikers in case of liability concerns.

- Finally, staff worked closely with **SFMTA** in a collaborative process to develop this Ordinance. SFMTA provided input on many aspects of this Ordinance including: definitions of bicycle parking types, quantity of bicycle parking specifically visitor parking, bicycle parking in lieu fee, and most significantly on layout and design requirements.

Attachments

Exhibit A: Excerpt from SFMTA's Bicycling Strategy on benefits of bicycling.
Exhibit B: Bicycle Parking in Cities Similar to San Francisco
Exhibit C: Draft Zoning Administrator Bulletin
Exhibit D: CalGreen State Requirements for Bicycle Parking
Exhibit E: Draft Resolution for General Plan Amendments
Exhibit F: Draft Signed Ordinance for General Plan Amendments
Exhibit G: Draft Signed Ordinance for Planning Code Amendments
Exhibit H: Draft Resolution for Planning Code Amendments