



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Resolution No. Planning Code Amendment

HEARING DATE: MAY 16, 2013

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*Date:* May 9, 2013  
*Case No.:* 2011.03971  
*Project Address:* **Planning Code Amendments for Bicycle Parking Requirements**  
*Initiated by:* John Rahaim, Director of Planning  
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*Reviewed by:* AnMarie Rodgers, Manager, Legislative Affairs  
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*Recommendation:* **Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE WITH AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE BY (A) REPEALING SECTIONS 155.1 THROUGH 155.5 REGARDING BIKE PARKING REQUIREMENTS IN THEIR ENTIRETY TO REVISE THE BICYCLE PARKING STANDARDS; (B) 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; (C) AMENDING SECTION 145 TO DEFINE BICYCLE PARKING AS AN ACTIVE USE; (D) AMENDING SECTION 150 TO ALLOW CONVERSION OF AUTOMOBILE PARKING TO BICYCLE PARKING; (E) AMENDING SECTION 307 TO ALLOW WAIVERS FROM THE BICYCLE PARKING REQUIREMENTS BY THE ZONING ADMINISTRATOR; AND (F) AMENDING SECTIONS 102.9 , 155(J), 157.1, 249.46, AND 305 TO MAKE CONFORMING CHANGES; AND TO THE SAN FRANCISCO ENVIRONMENT CODE SECTION 402 TO REVISE CROSS-REFERENCES TO THE SAN FRANCISCO PLANNING CODE MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

### PREAMBLE

WHEREAS, On August 9, 2012, the Planning Commission approved initiation of an ordinance to repeal the existing Planning Code sections 155.1 through 155.5 regarding bike parking requirements in their entirety, adding new sections 155.1 through 155.4 and sections 428(b) through 428(b)(2); and to make other Planning Code and Environmental Code amendments for consistency; and

WHEREAS, the Planning Commission held an informational hearing on December 13, 2012 presenting the proposed changes in this Ordinance in detail; and

WHEREAS, since the initiation and informational hearing Planning Department staff have worked closely with different stakeholders to improve this Ordinance; and

WHEREAS, In June 2009, the City adopted the San Francisco Bike Plan, which among other goals calls for plentiful and high quality bike parking; and

WHEREAS, recent data signifies a surge in bike ridership in San Francisco which intensifies the need for higher quantity and quality bike parking; and

WHEREAS, comparing the current bike requirements with other cities that have similar bike ridership, and also with the most recent bike parking standards, exhibit a need for updating San Francisco's bike parking requirements ; and

WHEREAS, the proposed legislation is intended to resolve the aforementioned issues; and

WHEREAS, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on May 16, 2013; and

Whereas, On June 25, 2009, by Motion No. 17912, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan. On August 4, 2009 in Motion M09-136, the San Francisco Board of Supervisors affirmed the decision of the Planning Commission to certify the FEIR and rejected the appeal of the FEIR certification. In accordance with the actions contemplated herein, the Commission has reviewed the FEIR, and the note to the Bicycle Plan Project file dated May 9, 2013, and adopts and incorporates by reference, as though fully set forth herein, the findings, including a statement of overriding considerations and the mitigation monitoring and reporting program, pursuant to the California Environmental Quality Act (California Public Resources Code section 21000, et seq), adopted by the Planning Commission on \_\_\_\_\_ in Motion \_\_\_\_\_; and

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 Department staff and other interested parties; and

WHEREAS, the all 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

WHEREAS, the Commission has reviewed the proposed Ordinance;

**MOVED**, that the Commission hereby adopts this Resolution to recommend approval of the draft Ordinance that would amend the Planning Code to the Board of Supervisors.

**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. 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%).
2. The San Francisco Bike Plan adopted in 2009<sup>1</sup>, and re-adopted in 2013 with modified CEQA findings, set as one of its major goals to ‘ensure plentiful, high quality bike parking’ in San Francisco. In order to achieve this goal, the Planning Code would 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.
3. The existing Code requires the Department to conduct an annual survey of all city-owned facilities. If the survey finds that the current required bicycle parking is inadequate, the Code states: that “the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency.”
4. A comparison of San Francisco Bicycle Parking requirements with cities with similar urban characteristics as well as national standards revealed that existing bicycle parking requirements in San Francisco need significant revisions. These best practices recognized that different types of uses generate different demand for bicycle parking and therefore requirements are tailored specifically for different use categories. San Francisco’s existing required quantity of bicycle parking fell significantly short of recommended best practices and national standards.
5. **General Plan Compliance.** The proposed Ordinance is, on balance, consistent with the following Objectives and Policies of the General Plan:

**Transportation Element**

**OBJECTIVE 2**

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

**POLICY 2.5**

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

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.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

Such strategies may include the provision of secure bicycle parking and shower facilities for bicyclists and walkers, subsidized transit passes, and "cash-out" parking programs for persons who do not drive to facilities where automobile parking is subsidized.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

Land use controls that will lead to a sustainable mode split, and reduced congestion could include:

- Establishing parking caps for residential and commercial uses
- Encouraging increased bicycle use by providing bicycle parking and related facilities, including showers and lockers at employment centers
- Requiring secure bicycle parking in new multifamily housing developments

*The Proposed Ordinance would help implement such policies by requiring more and better bicycle parking to be provided when new construction or certain renovations occur. This would help ease the use of bicycles as a mode of commute by providing the necessary infrastructure.*

## San Francisco Bike Plan

### Chapter 2 Goal:

Ensure Plentiful, High-Quality Bicycle Parking

Chapter 2 Objectives:

- Provide secure short-term and long-term bicycle parking, including support for bike stations and attended bicycle parking facilities, at major events and destinations; and
- Provide current and relevant information to bicyclists regarding bicycle parking opportunities through a variety of formats.

6. 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.

*The proposed Ordinance would help enhance the neighborhood-serving retail uses by improving the bicycling infrastructure which would encourage the use of bicycles. Studies have shown that retail stores would directly benefit from higher bicycle traffic.*

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The proposed Ordinance would not affect the existing housing and cultural and economic diversity of neighborhoods.*

- C) The City's supply of affordable housing will be preserved and enhanced.

*The City's supply of affordable housing would not be affected by the proposed Ordinance.*

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking.

*The proposed Ordinance would help transit service by improving bicycle infrastructure and providing incentive to use bicycles as a mode of transportation.*

- 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.

*The proposed Ordinance would not affect industrial uses.*

- F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The proposed Ordinance would not affect the City's preparedness for earthquake.*

- G) That landmark and historic buildings will be preserved.

*The proposed Ordinance would not affect historic buildings.*

- H) Parks and open space and their access to sunlight and vistas will be protected from development.

*The proposed Ordinance would not affect sunlight to parks and open spaces.*

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 16, 2013.

Jonas P. Ionin  
Acting Commission Secretary

AYES:

NOES:

ABSENT:

DATE: