[Planning, Environment Codes - Bicycle Parking; In Lieu Fee]

Ordinance amending the Planning Code to revise the bicycle parking standards, allow a portion of the bicycle parking requirements to be satisfied by payment of an in lieu fee, allow automobile parking spaces to be reduced and replaced by bicycle parking spaces, and authorize the Zoning Administrator to waive or modify required bicycle parking; amending the Environment Code to revise cross-references to the Planning Code and make technical amendments; and making environmental findings and findings of consistency with the General Plan and the priority policies of Planning Code, Section 101.1.

NOTE: Additions are single-underline italics Times New Roman; deletions are strike-through italics Times New Roman. Board amendment additions are double-underlined; Board amendment deletions are strikethrough normal.

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

Section 1. Findings.

(a) 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. Copies of Planning Commission 17912 and Board of Supervisors Motion M09-136 are on file with the Clerk of the Board of Supervisors in File No. 090913. In accordance with the actions contemplated herein, this Board has reviewed the FEIR, and the note to the Bicycle Plan Project file dated May 9, 2013, and

Supervisors Avalos, Chiu, Wiener, Mar, Kim, Campos
BOARD OF SUPERVISORS
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 May 16, 2013, in Motion No.
18870. A copy of said motion is on file with the Clerk of the Board of Supervisors in File No.
130527.

(b) Pursuant to Planning Code Section 302, the Board finds that the proposed
Ordinance will serve the public necessity, convenience and welfare.

(c) At a duly noticed public hearing held on May 16, 2013, the Planning Commission in
Resolution No. 18871 found that the proposed Planning Code amendments contained in this
Ordinance are consistent with the City's General Plan and with the Priority Policies of
Planning Code Section 101.1. The Commission recommended that the Board of Supervisors
adopt the proposed Planning Code amendments. The Board finds that the proposed Planning
Code amendments contained in this Ordinance are consistent with the City's General Plan
and with the Priority Policies of Planning Code Section 101.1 for the reasons set forth in said
Resolution.

Section 2. The San Francisco Planning Code is hereby amended by repealing
Sections 155.1 through 155.5, as follows:

SEC. 155.1. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND LEASED
BUILDINGS.

In all City-owned and leased buildings, regardless of whether off-street parking is available, the
responsible City official, as defined in Section 155.1(a)(11) below, shall provide bicycle parking
according to the schedule in Section 155.1(e) below, except as otherwise provided in Section 155.2. The
provisions of this Section shall not apply in any case where the City occupies property as a tenant
under a lease the term of which does not exceed six months. In the event that a privately-owned garage,
as defined in Section 155.2, is in a building in which the City leases space, Section 155.2 and not this
Section shall apply. All required bicycle parking shall conform to the requirements of Sections 155.1(b)
(Location of Facilities) and 155.1(c) (Number of Spaces) set forth below:

(a) Definitions.

(1) Locker. A fully enclosed, secure and burglar-proof bicycle parking space accessible
  only to the owner or operator of the bicycle.

(2) Check-in Facility. A location in which the bicycle is delivered to and left with an
  attendant with provisions for identifying the bicycle's owner. The stored bicycle is accessible only to the
  attendant.

(3) Monitored Parking. A location where Class 2-parking spaces are provided within an
  area under constant surveillance by an attendant or security guard or by a monitored camera.

(4) Restricted Access Parking. A location that provides Class 2-parking spaces within a
  locked room or locked enclosure accessible only to the owners of bicycles parked within.

(5) Personal Storage. Storage within the view of the bicycle owner in either the
  operator's office or a location within the building.

(6) Class 1-Bicycle Parking Space(s). Facilities which protect the entire bicycle, its
  components and accessories against theft and against inclement weather, including wind-driven rain.
  Examples of this type of facility include (1) lockers, (2) check-in facilities, (3) monitored parking, (4)
  restricted access parking, and (5) personal storage.

(7) Class 2-Bicycle Parking Space(s). Bicycle racks which permit the locking of the
  bicycle frame and one wheel to the rack and which support the bicycle in a stable position without
  damage to wheels, frame or components.

(8) Director. Director of Planning.

(9) Landlord. Any person who leases space in a building to the City. The term

"landlord" does not include the City.
(10) Employees. Individuals employed by the City and County of San Francisco.

(11) Responsible City Official. The highest ranking City official of an agency or department which has authority over a City-owned building or parking facility or of an agency or department for which the City is leasing space.

(12) Person. Any individual, proprietorship, partnership, joint venture, corporation, limited liability company, trust, association, or other entity that may enter into leases.

(b) Location of Facilities.

(1) Majority of Spaces Are Long-Term. At locations where the majority of parking spaces will be long-term (e.g., occupied by building employees for eight hours or more), at least \( \frac{1}{2} \) of the required bicycle parking spaces shall be Class 1 spaces. The remaining spaces may be Class 2 spaces. The Director may approve alternative types of parking spaces that provide an equivalent measure of security.

(2) Alternative Locations. In the event that compliance with Section 155.10(b)(1) may not be feasible because of demonstrable hardship, the responsible city official may apply to the Director for approval of an alternative storage location. In acting upon such applications, the Director shall be guided by the following criteria: Such alternative facilities shall be well-lighted and secure. The entrance shall be no more than 50 feet from the entrance of the building, unless there are no feasible locations within a 50-foot zone that can be provided without impeding sidewalk or pedestrian traffic. However, in no event shall an alternative location be approved that is farther from the entrance of the building than the closest automobile parking space.

(3) Exemptions. If no feasible alternative parking facility exists nearby which can be approved pursuant to Section 155.10(b)(1) or (2), no Class 1 bicycle parking is provided in the building, or, securing an alternative location would be unduly costly and pose a demonstrable hardship on the landlord, or on the City, where the City owns the building, the Director may issue an exemption. In order to obtain an exemption, the responsible City official shall certify to the Director in writing that
the landlord, or the City, where the City owns the building, will not prohibit bicycle operators from storing bicycles within their office space, provided that they are stored in such a way that the Fire Code is not violated and that the normal business of the building is not disrupted.

(c) Required Number of Bicycle Parking Spaces.

(1) Class 1 Bicycle Parking Spaces. The following standards shall govern the number of Class 1, long-term, bicycle parking spaces a responsible City official must provide:

(A) In buildings with one to 20 employees, at least two bicycle parking spaces shall be provided.

(B) In buildings with 21 to 50 employees, at least four bicycle parking spaces shall be provided.

(C) In buildings with 51 to 300 employees, the number of bicycle parking spaces provided shall be equal to at least five percent of the number of employees at that building, but in no event shall fewer than five bicycle spaces be provided.

(D) In buildings with more than 300 employees, the number of bicycle parking spaces provided shall be equal to at least three percent of the number of employees at that building but in no event shall fewer than 16 bicycle parking spaces be provided.

(2) Class 2 Bicycle Parking Spaces. In addition to the Class 1 bicycle parking spaces required above, a responsible City official shall also provide Class 2 bicycle parking spaces according to the below enumerated schedule:

(A) In buildings with one to 40 employees, at least two bicycle parking spaces shall be provided.

(B) In buildings with 41 to 50 employees, at least four bicycle parking spaces shall be provided.

(C) In buildings with 51 to 100 employees, at least six bicycle parking spaces shall be provided.
(D) In buildings with more than 100 employees, at least eight bicycle parking spaces shall be provided. Wherever a responsible City official is required to provide eight or more Class-2 bicycle parking spaces, at least 50 percent of those parking spaces shall be covered.

(3) Public Buildings. In public buildings where the City provides a public service to members of the public who are patrons or users of the building, such as libraries, museums, and sports facilities, the responsible City official shall provide the number of bicycle parking spaces as set out in Section 155.1(c)(1) and (2), except that the average patron load in a building during peak use hours as determined by the Director, rather than the number of employees, shall determine the number of spaces required. This Section shall not apply where a public building has a "garage" (as such term is defined in Section 155.2(a)) that is open to the general public, in which case Section 155.2 shall apply.

(4) Annual Survey. The Director shall annually survey the amount, location, and usage of provided bicycle parking spaces in all buildings subject to the requirements of this Section in order to ascertain whether current requirements are adequate to meet demand for such parking spaces. If current requirements are inadequate, the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency.

(5) Reductions. The Director may grant a reduction from the number of bicycle parking spaces required by this Section where the applicant shows based upon the type of patronage, clientele, or employees using the building that there is no reason to expect a sufficient number of bicycle-riding patrons, clientele or employees to justify the number of spaces otherwise required by the Section.

(d) Layout of Spaces. Class-1 and Class-2 bicycle parking spaces or alternative spaces approved by the Director shall be laid out according to the following:

(1) An aisle or other space to enter and leave the facility shall be provided. The aisle shall provide a width of five feet to the front or rear of a standard six-foot bicycle parked in the facility.
(2) Each bicycle parking space shall provide an area at least two feet wide by six feet deep. Vertical clearance shall be at least 78 inches.

(3) Bicycle parking shall be at least as conveniently located as the most convenient nondisabled car parking. Safe and convenient means of ingress and egress to bicycle parking facilities shall be provided. Safe and convenient means include, but are not limited to stairways, elevators and escalators.

(4) Bicycle parking and automobile parking shall be separated by a physical barrier or sufficient distance to protect parking bicycles from damage. The number of required automobile parking spaces may be lowered in buildings where Class 1 bicycle parking is provided. The number of otherwise required automobile parking spaces may be reduced, commensurate with the space necessary to provide Class 1 or Class 2 bicycle parking spaces, in an amount that meets or exceeds the requirements of this section. This provision only applies to the explicit area used for Class 1 or Class 2 bicycle parking.

(5) Class 2 bicycle racks shall be located in highly visible areas to minimize theft and vandalism.

(6) Where Class 2 bicycle parking areas are not clearly visible to approaching bicyclists, signs shall indicate the locations of the facilities.

(7) The surface of bicycle parking spaces need not be paved, but shall be finished to avoid mud and dust.

(8) All bicycle racks and lockers shall be securely anchored to the ground or building structure.

(9) Bicycle parking spaces may not interfere with pedestrian circulation.

(e) Lease Provisions.

(1) All City leases of buildings that are subject to the requirements of this Section and under which the City is a tenant shall specifically provide that the landlord agrees to make space
available in the building for the term of the lease within which the responsible City official may install, at no cost to the landlord, bicycle parking facilities that are in compliance with this Section.

(2) This Subsection (e) does not in any way limit the ability of the Director to approve alternative storage locations under Subsection (b)(2) or exemptions under Subsection (b)(3). In the event that an exemption is granted or an alternative location is approved allowing the installation of bicycle parking facilities on property that is not included (i) in a building leased by the responsible city official or (ii) on property that belongs to the landlord, Subsection (e)(1) does not apply. If the alternative location is on property that is owned by the landlord, but is not inside the building to be leased by the responsible city official, the lease provision of Subsection (e)(1) is required and shall identify that property as the location of the bicycle parking spaces.

(f) Miscellaneous Requirements.

(1) The responsible City official shall not, and shall encourage landlords not to, establish or enforce any building policy that restricts or discourages building tenants, employees, or visitors from utilizing their bicycle storage spaces:

(2) In any building that contains more than the required number of bicycle parking spaces as set forth in Article 1.S. Section 155.1, the responsible City official shall not remove such additional bicycle parking spaces without petitioning the Director. Such a petition may not be filed until at least one year has elapsed following the effective date of this Section. That petition shall demonstrate that the spaces the responsible City official seeks authority to remove have not been necessary to meet the demand of employees and other building users.

(3) The responsible City official shall be responsible for full compliance with this Section. The Board of Supervisors does not intend to impose requirements of this Section on any responsible City official where such application would impair obligations of contract.

(4) Buildings with existing traditional-type racks which support only one wheel shall have two years from the effective date of this Section to replace them with conforming racks.
(5) In addition to imposing requirements pursuant to this Section, the Board of Supervisors declares it the official policy of the City and County of San Francisco that all property owners and responsible City officials in control of buildings housing employees or members of the public who use bicycles shall provide bicycle parking spaces and shall encourage and facilitate bicycle usage.

SEC. 155.2. BICYCLE PARKING REQUIRED IN CITY-OWNED PARKING GARAGES AND PRIVATELY-OWNED PARKING GARAGES.

In all City-owned parking garages and all privately-owned parking garages (but not parking lots), the owner and operator shall provide bicycle parking according to the schedule set forth in Section 155.2(c). With respect to City-owned parking garages which are not open to the general public, Section 155.1 and not this Section shall apply. If a privately owned garage is in a building in which the City leases space for more than six months, this Section and not Section 155.1 shall apply.

(a) Definitions.

(1) All definitions set forth in Section 155.1(a) are incorporated into this Section.

(2) Garage. Any public or private facility for the indoor parking of automobiles. It may be a stand-alone facility or may be located in a building also used for other purposes. It includes facilities which offer spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both. It excludes garages which offer fewer than 10 automobile spaces.

(b) Duties of Responsible City Officials and Garage Owners. Where this Section imposes requirements on the City, the responsible City official shall be responsible for fulfilling such requirements. Where this Section imposes duties on private garages, the owners of such garages shall be responsible for fulfilling such requirements.

(c) Number of Spaces.
(1) Every garage will supply a minimum of six bicycle parking spaces regardless of the number of automobile spaces available.

(2) Garages which offer between 120 and 500 automobile spaces shall provide one bicycle space for every 20 automobile spaces.

(3) Garages which offer more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.

(d) Type of Bicycle Parking. Garages offering automobile parking to the general public shall offer either Class-2 bicycle parking, as defined in Section 155.1(a) or Class-1 bicycle parking, as defined in Section 155.1(a). Garages may offer a combination of Class-1 and Class-2 bicycle parking. Garages offering automobile parking to the general public on an hourly basis shall offer bicycle parking on the same basis. Garages offering automobile parking to the general public on a weekly or longer basis shall provide bicycle parking on the same basis.

(e) Implementation. Garages shall be required to comply with these requirements within six months of the enactment of this legislation. Garages shall install bicycle parking for half of the number of required bicycle parking spaces within six months of the effective date of this legislation, but in no case fewer than six bicycle spaces. Garages shall fully comply with the requirements of Section 155.2(c) within 18 months of the date of enactment of this legislation. However, if demand for the bicycle parking facilities provided under the "first six months" interim provision is less than 80 percent of the spaces provided on 20 consecutive non-holiday weekdays, the garage may apply to the Director for permission to delay full compliance with Section 155.2(c) for a reasonable period of time and the Director shall have the discretion to permit such a delay where the garage demonstrates that achieving full compliance within the required period presents an undue burden. In the case of a garage which is not predominantly used during the regular work week (for example, a garage near an event venue), the Director may designate an alternative period other than "non-holiday weekdays" for purposes of
evaluating an exemption from the full requirements of Section 155.2(c), including, but not limited to, 10 consecutive weekends or 20 days on which the garage primarily serves customers attending an event at a nearby venue:

(f) **Safety Waiver.** The Director may grant a waiver of the requirements of this Section where a garage establishes that compliance with the provisions of this Section would seriously jeopardize the safety of the garage patrons. In order to obtain such a waiver, a garage must submit a written waiver application to the Director. The Planning Department shall establish more definitive guidelines for the granting of a safety waiver. During the first year after the effective date of this legislation, the Planning Commission shall quarterly review safety waivers granted and denied under this Subsection (f). Thereafter, the Planning Commission shall annually review safety waivers granted and denied under this Subsection (f). If after such review the Planning Commission determines that a safety waiver was improperly granted or denied, the Planning Commission may then reverse the decision of the Director with respect to that safety waiver.

(g) **Fees for Bicycle Parking.** This Section shall not interfere with the rights of private garage owners to charge rent or other fees for bicycle parking.

(h) **Notice of Bicycle Parking.** Garages subject to this Section must provide adequate signs or notices in or near garage entrances to advertise the availability of bicycle parking.

(i) **Layout of Spacess.** Garages subject to this Section are encouraged to follow the requirements set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking.

(j) **Enforcement.** Article 1.5, Section 155.2 shall be enforced by the Zoning Administrator. Upon complaint, the Zoning Administrator shall investigate. If the Zoning Administrator concludes that a violation exists in a city-owned garage, he or she shall provide written notice to the responsible City official, offering 30 days to cure the violation. If the Zoning Administrator concludes that a violation exists in a privately-owned garage, he or she shall provide written notice to the garage owner, offering 30 days to cure the violation. The written notice shall state the grounds for the Zoning Administrator's
conclusion that this Section has been violated. The notice shall afford the responsible City official or private garage owner an opportunity to meet with the Zoning Administrator to explain why they are not in violation of this Section.

(1) Where a violation of this Section occurs in either a privately-owned garage or a City-owned garage, if such violation has not been cured within the allotted 30-day period, the Zoning Administrator shall add the name and address of such garage and the name of the garage owner or responsible City official's agency or department to a list of garages currently in violation of this Section. Upon request, the Zoning Administrator shall provide a copy of this list to members of the public.

(k) Contractual Limits on Liability. This Section shall not interfere with the rights of a garage owner to enter into agreements with garage patrons or take other lawful measures to limit the garage owner's liability to patrons with respect to bicycles parked in their garage, provided that such agreements or measures are in accordance with the requirements of this Section.

SEC. 155.3. SHOWER FACILITIES AND LOCKERS REQUIRED IN NEW COMMERCIAL AND INDUSTRIAL BUILDINGS AND EXISTING BUILDINGS UNDERGOING MAJOR RENOVATIONS.

(a) Definitions.

(1) New Building. A commercial or industrial building for which a building permit is issued at least six months after the effective date of this legislation.

(2) Major Renovations. Any construction or renovation project (i) for which a building permit is issued commencing at least six months after the date of enactment of this legislation (ii) which involves an enlargement of an existing public or privately-owned commercial or industrial building, and (iii) which has an estimated cost of at least $1,000,000.00. For purposes of this Section, the term "enlargement" shall mean an increase in the square footage of the ground story of a building.
(3) The term "commercial building" shall include, but is not limited to, public or privately owned buildings containing employees working for City government agencies or departments.

(b) Requirements for New Buildings and Buildings With Major Renovations. New buildings and buildings with major renovations shall provide shower and clothes locker facilities for short-term use of the tenants or employees in that building in accordance with this Section. Where a building undergoes major renovations, its total square footage after the renovation is the square footage that shall be used in calculating how many, if any, showers and clothes lockers are required.

c) For new buildings and buildings with major renovations whose primary use consists of medical or other professional services, general business offices, financial services, City government agencies and departments, general business services, business and trade schools, colleges and universities, research and development or manufacturing, the following schedule of required shower and locker facilities applies:

(1) Where the gross square footage of the floor area exceeds 10,000 square feet but is no greater than 20,000 square feet, one shower and two clothes lockers are required.

(2) Where the gross square footage of the floor area exceeds 20,000 square feet but is no greater than 50,000 square feet, two showers and four clothes lockers are required.

(3) Where the gross square footage of the floor area exceeds 50,000 square feet, four showers and eight clothes lockers are required.

d) For new buildings and buildings with major renovations whose primary use consists of retail, eating and drinking or personal services, the following table of shower and locker facilities applies:

(1) Where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 square feet, one shower and two clothes lockers are required.

(2) Where the gross square footage of the floor area exceeds 50,000 square feet but is no greater than 100,000 square feet, two showers and four clothes lockers are required.
(3) Where the gross-square footage of the floor area exceeds 100,000 square feet, four showers and eight clothes lockers are required.

c) Exemptions. An owner of an existing building subject to the requirements of this Section shall be exempt from Subsections (c) and (d) upon submitting proof to the Director of the Department of City Planning that the owner has made arrangements with a health club or other facility, located within a four-block radius of the building, to provide showers and lockers at no cost to the employees who work in the owner's building.

(f) Exclusion for Hotels, Residential Buildings and Live/Work Units. This Section shall not apply to buildings used primarily as hotels or residential buildings. In addition, this Section shall not apply to "live/work units" as defined in Section 102.13 of the San Francisco Planning Code.

(g) Owners of Existing Buildings Encouraged to Provide Shower and Clothes Locker Facilities. The City encourages private building owners whose buildings are not subject to this Section to provide safe and secure shower and clothes locker facilities for employees working in such buildings.

(h) The Department of City Planning may establish more definitive requirements for shower and locker facilities in accordance with this Section.

SEC. 155.4. BICYCLE PARKING REQUIRED IN NEW AND RENOVATED COMMERCIAL BUILDINGS.

(a) Definitions. All definitions set forth in Section 155.1(a) and Section 155.3(a) are incorporated into this Section. For the purposes of this Section, commercial shall mean commercial, industrial, and institutional uses.

(b) Applicability.

(1) New Commercial Buildings. A commercial or industrial building for which a building permit is issued on or after the effective date of this Section.
(2) **Major Renovation.** Any construction or renovation project (i) for which a building permit is issued commencing on or after the effective date of this Section (ii) which involves an enlargement of an existing commercial building and (iii) which has an estimated construction cost of at least $1,000,000.00.

(3) **Major Change of Use.** Any change of use involving half or more of the building's square footage, or 10,000 or more square feet.

(4) **Addition of Parking.** Any increase in the amount of off-street automobile parking.

(e) **Requirements.** Commercial buildings making any of the changes specified in subsection (b), as a condition of approval, shall provide bicycle parking in that building in accordance with this Section. Where a building undergoes major renovations, its total square footage after the renovation shall be used in calculating how many, if any, bicycle parking spaces are required.

(d) **Types of Bicycle Parking.** New commercial buildings and commercial buildings with major renovations shall offer either Class 1 bicycle parking, as defined in Section 155.1(a)(6), or Class 2 bicycle parking, as defined in Section 155.1(a)(7), or a combination of Class 1 and Class 2 bicycle parking.

(e) **Bicycle Parking Spaces—Professional Services.** Except in the C-3-O(SD) District, for new commercial buildings and commercial buildings with major renovations, including individual buildings of large, multiple-building developments, whose primary use consists of medical or other professional services, general business offices, financial services, general business services, business and trade schools, colleges and universities, research and development or manufacturing, the following schedule of required bicycle parking applies:

1. Where the gross square footage of the floor area exceeds 10,000 square feet but is no greater than 20,000 feet, 3 bicycle spaces are required.
2. Where the gross square footage of the floor area exceeds 20,000 square feet but is no greater than 50,000 feet, 6 bicycle spaces are required.
(3) Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.

(4) In the C-3-O(SD) District, the following bicycle parking requirements apply: One Class 1 space for every 3,000 square feet for buildings containing less than 75,000 gross square feet of the uses described in subsection (d) above. For buildings containing greater than 75,000 gross square feet of such uses, 20 Class 1 spaces plus one Class 1 space for every 5,000 square feet in excess of 75,000. Additionally, one Class 2 space is required for every 50,000 gross square feet of such uses. Class 2 spaces are intended for short-term use by visitors and shall be located in a highly visible publicly-accessible location at street grade, or no more than one level above or below street grade if accessible by ramp and clear directional signage is available at street level.

(j) Bicycle Parking Spaces—Retail and Hotel. For new commercial buildings and commercial buildings with major renovations whose primary use consists of retail, eating and drinking or personal service, the following schedule of required bicycle parking applies:

(1) Where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 feet, 3 bicycle spaces are required.

(2) Where the gross square footage of the floor area exceeds 50,000 square feet but is no greater than 100,000 feet, 6 bicycle spaces are required.

(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.

(g) Notice of Bicycle Parking. New commercial buildings and commercial buildings with major renovations subject to this Section must provide adequate signs or notices to advertise the availability of bicycle parking.

(h) Layout of Spaces. Owners of new commercial buildings and commercial buildings with major renovations subject to this Section are encouraged to follow the requirements set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking. The number of required
automobile parking spaces may be lowered in buildings where Class 1 bicycle parking is provided. The number of otherwise required automobile parking spaces may be reduced, commensurate with the space necessary to provide Class 1 or Class 2 bicycle parking spaces, in an amount that meets or exceeds the requirements of this section. This provision only applies to the explicit area used for Class 1 or Class 2 bicycle parking.

(i) Owners of Existing Buildings Encouraged to Provide Bicycle Parking Spaces. The City encourages building owners whose buildings are not subject to this Section to provide bicycle parking spaces in such buildings.

(ii) Exemption. Where a new commercial building or building with major renovations includes residential uses, the building's total non-residential square footage shall be used in calculating how many, if any, bicycle parking spaces are required. Building owners shall be required to allow tenants to bring their bicycles into buildings unless Class 1 bicycle parking is provided.

(k) This Section shall not be interpreted to interfere with the Planning Department’s authority to require more than the minimum bicycle parking spaces required by this Section as a condition of approval of a project, where appropriate.

SEC. 155.5. BICYCLE PARKING REQUIRED FOR RESIDENTIAL USES.

(a) For buildings of 4 dwelling units or more, bicycle parking shall be provided in the minimum quantities specified in Table 155.5, regardless of whether off-street car parking is available. The maximum requirement is 400 spaces. Use of bicycle parking required by this section shall be provided at no cost or fee to building occupants and tenants.

(b) Definitions. See Section 155.1(a).

(c) Layout. If more than 100 spaces is required, up to one-third of the spaces may require the bicycle to be parked in a vertical position. Large developments with multiple buildings are encouraged to site required bicycle parking in smaller facilities located close to residential entries for each building, rather than in one large centralized garage space. Required bicycle parking spaces shall not
be provided within dwelling units, balconies, or required open space. Bicycle parking must otherwise meet the standards set out for Class 1 parking as described in Section 155.1(d).

Table 155.5

**BICYCLE PARKING SPACES**

**REQUIRED FOR RESIDENTIAL USES**

<table>
<thead>
<tr>
<th>Dwelling units in all Districts</th>
<th>Minimum Number of Bicycle-Parking Spaces Required</th>
</tr>
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<tbody>
<tr>
<td>For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.</td>
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</tr>
<tr>
<td>For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.</td>
<td></td>
</tr>
<tr>
<td>Group housing in all Districts</td>
<td>One Class 1 space for every 3 bedrooms.</td>
</tr>
<tr>
<td>Dwelling units dedicated to senior citizens or physically disabled persons</td>
<td>None required</td>
</tr>
</tbody>
</table>

Section 3. The San Francisco Planning Code is hereby amended by adding Sections 155.1 through 155.4, to read as follows:

**SEC. 155.1. BICYCLE PARKING: DEFINITIONS AND STANDARDS.**

(a) **Definitions.** The following definitions are listed alphabetically and shall govern Sections 155.1 through 155.4. For the purpose of these Sections, all terms defined below will be in initial caps throughout these Sections.
"Attended Facility." A location in which the bicycle is delivered to and left with an attendant with provisions for identifying the bicycle's owner. The stored bicycle is accessible only to the attendant.

"Class 1 Bicycle Parking Space(s)." Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees.

"Class 2 Bicycle Parking Space(s)." Bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

"Director." Director of the Planning Department.

"Employees." Individuals employed by any entity operating or doing business on the subject lot.

"Landlord." Any person who leases space in a building to the City. The term "Landlord" does not include the City.

"Locker." A fully enclosed and secure bicycle parking space accessible only to the owner or operator of the bicycle or owner and operator of the Locker.

"Monitored Parking." A location where Class 2 parking spaces are provided within an area under constant surveillance by an attendant or security guard or by a monitored camera.

"New Building." A building or structure for which a new construction building permit is issued after the effective date of the Section as determined in Section 155.1(f).

"Person." Any individual, proprietorship, partnership, joint venture, corporation, limited liability company, trust, association, or other entity that may enter into leases.

"Responsible City Official." The highest ranking City official of an agency or department which has authority over a City-owned building or parking facility or of an agency or department for which the City is leasing space.
"Restricted Access Parking." A location that provides Class 2 bicycle racks within a locked room or locked enclosure accessible only to the owners of bicycles parked within.

"Stacked Parking." Bicycle parking spaces where racks are stacked and the racks that are not on the ground accommodate mechanically-assisted lifting in order to mount the bicycle.

"U-lock." A rigid bicycle lock, typically constructed out of hardened steel composed of a solid U-shaped piece whose ends are connected by a locking removable crossbar.

"Vertical Bicycle Parking." Bicycle Parking that requires both wheels to be lifted off the ground, with at least one wheel that is no more than 12 inches above the ground.

"Workspace." Any designated office, cubicle, workstation, or other normal work area at which an employee typically performs daily work duties and not typically accessible to the public (such as in the case of retail, restaurant, classroom, theater or similar settings) and is not used for circulation. A Workspace shall also exclude any place where storage of a bicycle would be hazardous because of the nature of the work being performed in the immediate vicinity, such as in an industrial or medical setting.

(b) Standards for Location of bicycle Parking Spaces. These standards apply to all bicycle parking subject to section 155.2, as well as bicycle parking for City-owned and leased buildings, parking garages and parking lots subject to Section 155.3. Bicycle racks shall be located in highly visible areas as described in subsections below in order to maximize convenience and minimize theft and vandalism.

(1) Class 1 spaces shall be located with direct access for bicycles without requiring use of stairs. The location of such spaces shall allow bicycle users to ride to the entrance of the space or the entrance of the lobby leading to the space. The design shall provide safe and convenient access to and from bicycle parking facilities. Safe and convenient means include, but are not limited to, ramps and wide hallways as described below. Escalators and stairs are not considered safe and convenient means of ingress and egress and shall not be used. Use of elevators to access bicycle parking spaces
shall be minimized for all uses and if necessary shall follow the requirements below. Bicycle parking shall be at least as conveniently located as the most convenient nondisabled car parking provided for the subject use. Residential buildings shall not use space in dwelling units, balconies or required private open space for required Class 1 bicycle parking. Class 1 bicycle parking can be stored within the allowable 100 square feet yard obstruction described in Section 136(c)(23) of this Code. Class 1 bicycle parking spaces shall be located:

(A) On the ground floor within 100 feet of the major entrance to the lobby. There shall be either: (i) convenient access to and from the street to the bicycle parking space and another entrance from the bicycle parking space to the lobby area, or (ii) a minimum five foot wide hallway or lobby space that leads to the bicycle parking major entrance, where direct access to bicycle parking space from the street does not exist. Such access route may include up to two limited constriction points, such as doorways, provided that these constrictions are no narrower than three feet wide and extend for no more than one foot of distance.

(B) In the off-street automobile parking area, where lot configurations or other limitations do not allow bicycle parking spaces to be located near the lobby as described in subsection (A) above. Bicycle parking spaces shall be located on the first level of automobile parking either above or below grade and still be located near elevators or other pedestrian entrances to the building.

(C) One level above or below grade, where the two options above will not be possible due to an absence of automobile parking, small or unusual lot configurations, or other unique limitations. In such cases, ramps or elevators shall be provided to access the bicycle parking space and the bicycle parking spaces shall be near the elevators or other entrance to that story. At least one designated access route meeting the dimensional requirements described in (A) above shall connect a primary building entrance to the bicycle parking facility. For non-residential uses, any elevator necessary to access bicycle parking facilities larger than 50 spaces shall have clear passenger cab dimensions of at least 70 square feet and shall not be less than seven feet in any dimension.
(2) Class 2 spaces shall be located, as feasible, near all main pedestrian entries to the uses to which they are accessory, and should not be located in or immediately adjacent to service, trash or loading areas. Further standards for specific uses include:

(A) All uses, except non-accessory garages and parking lots, may locate Class 2 bicycle parking in a public right-of-way, such as on a sidewalk or in place of an on-street auto parking space, within 100 feet of a main entry to the subject building, subject to demonstration of preliminary approval by the necessary City agencies. If existing Class 2 bicycle parking in the required quantities already exists in a public right-of-way immediately fronting the subject lot, and such spaces are not satisfying bicycle parking requirements for another use, such parking shall be deemed to meet the Class 2 requirement for that use. Parking meters, poles, signs, or other street furniture shall not be used to satisfy Class 2 bicycle parking requirements, unless other public agencies have specifically designed and designated these structures for the parking of a bicycle.

(B) Non-residential uses other than non-accessory garages and parking lots, may locate Class 2 spaces in required non-residential open space (such as open space required by Sections 135.3 and 138 of this Code), provided that such bicycle parking does not occupy more than five percent of the open space area or 120 square feet, whichever is greater, and does not affect pedestrian circulation in the open space.

(C) Non-Accessory Garages and Parking Lots shall place Class 2 spaces within the garage in a location that will protect them from wind-driven rain near a primary entrance.

(3) All bicycle parking spaces

(A) Stadiums, Arenas, and Amphitheaters shall provide Class 1 bicycle parking for on-site Employees in a separate location from Class 2 parking provided as specified below:

   (i) Such uses shall provide at least 75 percent but not more than 90 percent of Class 2 parking in the form of an Attended Facility for patrons. The facilities shall continuously staff the Attended Facility and make it available to patrons of events from not later than
one hour before the event begins to not earlier than one hour after the event finishes during all events with an expected attendance of greater than 2,000 people.

(ii) Class 2 parking that is not provided in an Attended Facility per subsection (i) above shall be appropriately dispersed around the subject use in convenient and visible surrounding public spaces and rights-of-way within 500 feet of the perimeter of subject use.

(B) Developments with multiple buildings shall disperse required bicycle parking, for both Class 1 and Class 2 spaces, in smaller facilities located close to primary occupant and visitor entries for each building, as appropriate, rather than in a large centralized facility serving the multiple buildings.

(c) Design Standards for Bicycle Parking Spaces. These design standards apply to all bicycle parking spaces subject to Sections 155.2 and 155.3. Bicycle parking shall follow the design standards established in Zoning Administrator Bulletin No. 9, which includes specific requirements on bicycle parking layout and acceptable types of Class 1 and Class 2 bicycle parking spaces.

(1) Class 1 spaces shall protect the entire bicycle, its components and accessories against theft and inclement weather, including wind-driven rain. Acceptable forms of Class 1 spaces include (A) individual Lockers, (B) Attended Facilities, (C) Monitored Parking, (D) Restricted Access Parking, and (E) Stacked Parking, as defined in Section 155.1 and further detailed in Zoning Administrator Bulletin No. 9. When Class 1 spaces are provided as Restricted Access Parking, bicycle racks shall follow the specifications in subsection 2 below. Stacked Parking spaces may be used to satisfy any Class 1 required space. However, Class 1 spaces shall not require manually lifting the entire bicycle more than three inches to be placed in the space, except as provided in subsection (3) below for Vertical Bicycle Parking.

(2) Class 2 spaces shall meet the following design standards:

(A) Bicycle racks shall permit the locking of the bicycle frame and one wheel to the rack with a U-lock without removal of the wheel, and shall support the bicycle in a stable, upright
position without damage to wheels, frame or components. Class 2 spaces are encouraged, but not
required, to include weather protection, as feasible and appropriate.

(B) The surface of bicycle parking spaces need not be paved, but shall be
finished to avoid mud and dust.

(C) All bicycle racks shall be securely anchored to the ground or building
structure, with tamper-resistant hardware.

(D) Bicycle parking spaces may not interfere with pedestrian circulation.

(3) **Vertical Bicycle Parking.** Vertical Bicycle Parking shall enable the bicycle to be
locked to a rack or other object permanently affixed to a wall. Vertical Bicycle Parking may satisfy
required bicycle parking pursuant to Section 155.2 and 155.3 where:

(A) Such parking is primarily an Attended Facility where facility staff parks the
bicycles or such racks provide mechanical assistance for lifting the bicycle; or

(B) No more than one-third of the required Class 1 bicycle parking is provided
as Vertical Bicycle Parking; or

(C) Class 2 spaces for Personal Services, Restaurants, Limited Restaurants, and
Bars, as defined in Table 155.2(16) are provided either indoors or outdoors. In such cases, no more
than one-third of all required Class 2 bicycle parking shall be provided as Vertical Bicycle Parking.

Class 2 bicycle parking for uses other than those defined in Table 155.2(16) shall not provide any of
the required spaces as Vertical Bicycle Parking.

(4) **Signage requirements for bicycle parking.** Where Class 2 bicycle parking areas are
not located in an outdoor location clearly visible to bicyclists approaching from adjacent public
roadways or paths, signs shall indicate the locations of the facilities on the exterior of the building at
each major entrance and in other appropriate locations. Such signs shall be not less than 12 inches
square and shall use the template provided in Zoning Administrator Bulletin No. 9. Where necessary,
additional directional signage to the bicycle parking area shall be provided.
(d) **Reduction of Auto Parking.** When fulfilling bicycle parking requirements, the number of required automobile parking spaces on any lot may be reduced in the following cases per Section 150(e) of this Code:

1. Existing buildings subject to Section 155.2(a)(2) through 155.2(a)(5) or for City-owned properties subject to Section 155.3;
2. Existing buildings not subject to any bicycle parking requirements; or
3. New Buildings subject to Section 155.2(a)(1).

When replacing automobile parking space with bicycle parking, layout and design standards in Section 155.1(c) and the Zoning Administrator Bulletin No. 9 shall be followed.

(e) **Other Rules and Standards.** This Section shall apply to all bicycle parking subject to Sections 155.2 or 155.3, except as indicated.

1. Except for non-accessory parking garages, bicycle parking required by Section 155.2 shall be provided at no cost or fee to building occupants, tenants and visitors.
2. Required bicycle parking shall be provided on the subject lot except where alternative locations are allowed in sections 155.2(e), 155.3(d), and 307(k) of this Code.
3. The building, lot or garage may not establish unreasonable rules that interfere with the ability of cyclists to conveniently access bicycle parking. Such unreasonable rules include hours of operation and prohibitions on riding bicycles in areas where driving automobiles is permitted. The rules may require cyclists to walk bicycles through areas that are pedestrian only and where motorized vehicles are not permitted.
4. All plans submitted to the Department containing bicycle parking intended to satisfy the requirements of Sections 155.2 and 155.3 shall indicate on said plans the location, dimensions, and type of bicycle parking facilities to be provided, including the model or design of racks to be installed and the dimensions of all aisle, hallways, or routes used to access the parking.
(f) Effective Date. The effective date of the requirements for bicycle parking for different uses shall be the date that the Planning Code provisions pertaining to bicycle parking requirements for a particular use first became effective, or the date subsequent modifications to the requirements for that use, if any, became effective. The effective day for bicycle parking requirements for:

(A) Commercial and industrial uses shall be either September 7, 2001, when Ordinance 193-01 became effective, or the date subsequent modifications, if any, to the bicycle parking requirements for commercial and industrial uses became effective.

(B) Residential uses shall be either August 19, 2005, when Ordinance 217-05 became effective, or the date subsequent modifications, if any, to the bicycle parking requirements for residential uses became effective.

(C) Non-accessory parking garages shall be either November 19, 1998, when Ordinance 343-98 became effective, or the date a subsequent modification, if any, became effective.

(D) City-owned buildings, leased or purchased by the City shall be either January 11, 1996, when Ordinance 31-96 became effective, or the date a subsequent modification, if any, became effective.

SEC. 155.2. BICYCLE PARKING: APPLICABILITY AND REQUIREMENTS FOR SPECIFIC USES.

Bicycle parking spaces are required in at least the minimum quantities specified in Table 155.2. Bicycle parking shall meet the standards in Section 155.1.

(a) Applicability. The requirements of this Section apply in all the following cases regardless of whether off-street automobile parking is available except if indicated:

(1) New Building; or

(2) addition of a dwelling unit to an existing building where off-street vehicle parking exists; or
(3) addition to a building or lot that increases the building's gross floor area by more than 20 percent; or

(4) change of occupancy or increase in intensity of use which would increase the number of total required bicycle parking spaces (inclusive of Class 1 and 2 spaces in aggregate) by 15 percent; or

(5) where DBI determines that an addition or alteration meets the bicycle parking thresholds set in the State Law California Title 24, Part 11, Sec 5.710.6.2; or

(6) addition or creation of new gross square footage or an increase in the capacity of off-street vehicle parking spaces for an existing building or lot, regardless of whether such vehicle parking is considered accessory or a principally or conditionally permitted use.

(b) Rules for Calculating bicycle parking requirements

(1) Under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five percent of the automobile parking spaces for the subject building, as required by the State Law California Title 24, Part 11, Sec 5.710.6.2.

(2) Calculations of bicycle parking requirements shall follow the rules of Section 153(a) of this Code.

(3) Where bicycle parking is required per subsection (a)(2) above, bicycle parking shall be provided for all dwelling units at the same ratio as existing off-street vehicle parking is provided relative to the amount of off-street vehicle parking that is required by this Code.

(4) Where bicycle parking is required due to addition, conversion, or renovation of an existing building, per subsection (a)(3) above, the bicycle parking shall be calculated based on the total square footage of the building or lot for all uses after the addition, conversion, renovation or parking expansion.

(5) Where bicycle parking is required due to change of use, per subsection (a)(4) above, the bicycle parking shall be calculated based on the occupied area of uses changed.
(6) Where a project proposes to construct new non-residential uses or increase the area of existing non-residential uses, for which the project has not identified specific uses at the time of project approval by the Planning Department or Planning Commission, the project shall provide the amount of non-residential bicycle parking required for Retail Sales per Table 155.2.

**Table 155.2**

**BICYCLE PARKING SPACES REQUIRED**

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Number of Class 1 Spaces Required</th>
<th>Minimum Number of Class 2 Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>155.2.10</strong> Dwelling Units (on lots with 3 units or less)</td>
<td>No racks required. Provide secure, weather protected space meeting dimensions set in Zoning Administrator Bulletin No. 9, one per unit, easily accessible to residents and not otherwise used for automobile parking or other purposes.</td>
<td>None</td>
</tr>
<tr>
<td><strong>1.1</strong> Dwelling units (including SRO units and student housing that are dwelling units)</td>
<td>One Class 1 space for every dwelling unit. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. Dwelling units that are also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</td>
<td>One per 20 units</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>.12</strong> Group housing (including SRO units and student housing that are group housing)</td>
</tr>
<tr>
<td><strong>.13</strong> Dwelling units dedicated to senior citizens or persons with physical disabilities; Residential Care facilities</td>
</tr>
<tr>
<td><strong>.14</strong> Offices</td>
</tr>
<tr>
<td></td>
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<tr>
<td>---</td>
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<tr>
<td>15</td>
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<td>16</td>
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<td></td>
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<tr>
<td>Post-secondary educational institution</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Elementary School</td>
</tr>
<tr>
<td>Secondary School (Middle School and High School)</td>
</tr>
<tr>
<td>Hospitals or In-Patient Clinic</td>
</tr>
<tr>
<td>.22</td>
</tr>
<tr>
<td>.23</td>
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<td>.24</td>
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<tr>
<td>.25</td>
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</tbody>
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<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td><strong>Self-Storage,</strong> <strong>Warehouse,</strong> <strong>Greenhouse or Nursery (Non-Retail)</strong></td>
<td>One Class 1 space for every 40,000 sq. ft.</td>
<td>None.</td>
</tr>
<tr>
<td>27</td>
<td><strong>Light Manufacturing,</strong> <strong>Wholesale Sales,</strong> <strong>Trade Sales,</strong> <strong>Shop Catering Service,</strong> <strong>Business Goods and Equipment Repair,</strong> <strong>Business Service,</strong> <strong>Laboratory,</strong> <strong>Integrated PDR, Small Enterprise Workspace,</strong> <strong>Greenhouse or Supervisors</strong></td>
<td>One Class 1 space for every 12,000 square feet of occupied floor area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.</td>
<td>Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 gross square feet.</td>
</tr>
</tbody>
</table>

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5,000 square feet of occupied floor area of conference, meeting or function rooms.
<table>
<thead>
<tr>
<th></th>
<th>Nursery (Retail)</th>
<th>Public Uses including Museum, Library, Community Center and Arts Activities</th>
<th>Non-accessory automobile garage or lot, whether publicly or privately accessible</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Minimum two spaces or One Class 1 space for every 5,000 square feet.</td>
<td>Minimum two spaces or One Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>None are required. However, if Class 1 spaces that can be rented on an hourly basis are provided, they may count toward the garage’s requirement for Class 2 spaces.</td>
<td>One Class 2 space for every 20 auto spaces, except in no case less than six Class 2 spaces.</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Minimum two spaces or 1 space for every 20 children.</td>
<td>One Class 2 space for every 20 children.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>None.</td>
<td>None.</td>
<td></td>
</tr>
</tbody>
</table>

(c) **Contractual Limits on Liability.** Requirements for non-accessory garages and parking lots subject to Table 155.2(29) shall not interfere with the rights of a parking garage owner to enter into agreements with parking garage patrons or take other lawful measures to limit the parking garage owner's liability to patrons with respect to bicycles parked in the parking garage, provided that such agreements or measures are in accordance with the requirements of this subsection.
(d) **In Lieu Fee for Required Class 2 Bicycle Parking.** An applicant may satisfy some or all of the requirements to provide Class 2 bicycle parking by paying the Bicycle Parking In Lieu Fee provided in Section 430 of this Code.

(e) **Alternative locations, Waivers and Variances.** The Zoning Administrator may administratively waive or grant a variance from bicycle parking requirements or approve alternative locations for bicycle parking under the procedures of Sections 305 and 307(k) of this Code.

**SEC. 155.3. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND LEASED PROPERTIES.**

(a) **Applicability.** This Section applies to the installation of bicycle parking in existing buildings owned, leased or purchased by the City and City-owned non-accessory parking garages and parking lots.

(b) **Requirements.** For all City-owned or leased buildings, non-accessory garages, and parking lots, regardless of whether off-street vehicle parking is available, the Responsible City Official, as defined in Section 155.1, shall provide bicycle parking according to the use categories specified in Table 155.2. All required bicycle parking provided per this Section shall conform to the standards of Sections 155.1 and 155.2. The provisions of this Section shall not apply in any case where the City occupies property as a tenant under a lease, the term of which does not exceed one year.

(c) **Lease Provisions.**

(1) Lease provisions apply to all City leases for buildings that are subject to the requirements of subsection 155.3 and under which the City is a tenant. Such leases shall specifically provide that the Landlord agrees to make space available in the building for bicycle parking facilities. These facilities shall be available for the term of the lease. These leases shall also provide that the Responsible City Official may install, at no cost to the Landlord, bicycle parking facilities that are in compliance with subsection (b).
(2) This subsection (c) does not in any way limit the ability of the Zoning Administrator to approve alternative locations for bicycle parking under provision of Section 307(k). In the event that an exemption is granted or an alternative location is approved allowing the installation of bicycle parking facilities on property that is not included in a building leased by the Responsible City Official, or on property that belongs to the Landlord, subsection (c) does not apply. If the alternative location is on property that is owned by the Landlord, but is not inside the building to be leased by the Responsible City Official, the lease provision of subsection (c) is required and shall identify that property as the location of the bicycle parking facility.

(d) Alternative Locations, Reductions or Exemptions. In the event that compliance with Section 155.3(b) for Class 1 bicycle parking may not be feasible because of demonstrable hardship including but not limited to absence of an off-street automobile garage on the subject lot, the Responsible City Official may apply to the Zoning Administrator under the procedures of Section 307(k)(1) for approval of an alternative storage location, reduction or exemption from the requirements. Waivers and Variances for Class 2 bicycle parking required by subsection (b) above would be subject to the same measures as Section 307(k)(2).

(e) Implementation. Except as provided in subsection (g)(2), all City-owned buildings and parking garages subject to Section 155.3 shall comply and install the required bicycle parking and associated signage within one year of the effective date of this Ordinance No.183-13.

(1) Where this Section imposes requirements on the City, the Responsible City Official shall be responsible for fulfilling such requirements.

(2) If during the one-year implementation period set forth in subsection (e) the demand for the bicycle parking facilities is less than 80 percent of the spaces within 20 consecutive non-holiday weekdays, the parking garage may apply to the Zoning Administrator under the procedures of Section 307(k)(1)(B) for permission to delay full compliance with subsection(b). In the case of a parking garage that is not predominantly used during the regular work week (for example, a parking garage....
near an event venue), the Zoning Administrator may designate an alternative period other than "non-

holiday weekdays" for purposes of evaluating an exemption from the full requirements of subsection (b). Such alternative period may include, but not be limited to, 10 consecutive weekends or 20 days on which the parking garage primarily serves customers attending an event at a nearby venue.

(3) Except as provided in subsection (g)(2), existing City-owned buildings and garages with existing substandard racks, which do not comply with acceptable rack types defined in 155.1(c), shall have one year from the effective date of this Section to replace them with conforming racks.

(f) Monitoring. The Planning Department shall, every five years, beginning with 2013, survey the amount, location, and usage of both Class 1 and Class 2 bicycle parking spaces at (A) City Hall, (B) the Main Library, (C) the 25 other City-owned or leased buildings which have the highest square footage as identified in a list published by the City's Department of Real Estate, and (D) City-owned garages in order to report compliance with this Section and to ascertain whether current requirements are adequate to meet demand for such parking spaces. Such survey of usage shall be conducted during the months of March through October and shall document usage on at least two fair-weather non-holiday week days. A report on such findings shall be submitted to the Planning Commission and the San Francisco Municipal Transportation Agency Board of Directors. If current requirements are inadequate, the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency. For the purposes of this subsection, "inadequate" shall mean an occupancy of greater than 85 percent or in cases where bicycles are clearly parked in non-standard locations due to crowding of the provided facilities.

(g) Miscellaneous Standards and Requirements.

(1) In any City-owned or leased building, non-accessory parking garage, or parking lot that contains more than the required number of bicycle parking spaces as set forth above, the Responsible City Official or private parking garage owner shall not remove such additional bicycle parking spaces without petitioning the Zoning Administrator. Such a petition may not be filed until at
least one year after the effective date of this Section. That petition shall demonstrate that the spaces the
Responsible City Official or private parking garage owner seeks authority to remove have not been
necessary to meet the demand of Employees and other building users.

(2) For existing buildings owned, leased or purchased by the City and City-owned
parking garages, the Responsible City Official shall comply with this Section 155.3. The Board of
Supervisors does not intend to impose requirements of this Section on any Responsible City Official
where such application would impair obligations of contract.

SEC. 155.4. REQUIREMENTS FOR SHOWER FACILITIES AND LOCKERS

(a) Applicability. Requirements for shower facilities and lockers are applicable under the
provisions of Section 155.2 (a)(1) through (a)(4) for uses defined under subsection (c) below. Subject
uses shall provide shower and clothes locker facilities for short-term use of the tenants or Employees in
that building. When shower facilities and lockers are required due to additions to, conversion, or
renovation of uses, facilities shall be calculated based on the total square footage of the building or lot
after the addition, conversion or renovations.

(b) Effective Date. The effective date of the requirements of this Section, shall be either
November 19, 1998, which is the date that the requirements originally became effective by Ordinance
343-98, or the date a subsequent modification, if any, became effective.

(c) Requirements

<table>
<thead>
<tr>
<th>Uses</th>
<th>Minimum Shower Facility and Lockers Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices; Post-Secondary educational</td>
<td>- One shower and six clothes lockers where the occupied floor area</td>
</tr>
<tr>
<td>institution, including trade school;</td>
<td>exceeds 10,000 square feet but is no greater than 20,000 square</td>
</tr>
<tr>
<td>Elementary and Secondary School; Child</td>
<td>feet</td>
</tr>
<tr>
<td>Care; Hospitals and In-Patient Clinic,</td>
<td>- Two showers and 12 clothes lockers where the occupied floor</td>
</tr>
<tr>
<td>Medical Offices or Out-Patient Clinic;</td>
<td>area exceeds 20,000</td>
</tr>
<tr>
<td>Public Uses including Museum</td>
<td></td>
</tr>
</tbody>
</table>
Library, Community Center, and Art Services; Light Manufacturing, Wholesale sales, Trade Shop, Catering Services, Business Goods and Equipment Repair, Business Service, Laboratory, Integrated PDR, Small Enterprise Workspace; Retail Sales, Restaurant, Limited Restaurants, Bars: Personal Services

- Four showers and 24 clothes lockers are required where the occupied floor area exceeds 50,000 square feet.
- One shower and six clothes lockers where the occupied floor area exceeds 25,000 square feet but is no greater than 50,000 square feet.
- Two showers and 12 clothes lockers where the occupied floor area exceeds 50,000 square feet.

(d) **Exemptions.** An owner of an existing building subject to the requirements of this Section 155.4 shall be exempt from subsection (c) upon submitting proof to the Zoning Administrator that the owner has made arrangements with a health club or other facility, located within three blocks of the building, to provide showers and lockers at no cost to the Employees who work in the owner's building.

Section 4. The San Francisco Planning Code is hereby amended by adding Sections 430 and 430.1 and renumbering existing Section 430, to read as follows:

SEC. 430. BICYCLE PARKING IN LIEU FEE.

(a) **Application of Fee.** A project sponsor may satisfy some or all of the requirement to provide Class 2 bicycle parking under this Code by paying the Bicycle Parking In Lieu Fee provided in this Section.
(1) The sponsor may elect to pay an in lieu fee to satisfy up to 50 percent of the Class 2 bicycle parking requirement for the uses specified in Table 155.2, provided that no more than 20 required Class 2 bicycle parking spaces are satisfied through the in lieu payment under this subsection.

(2) Notwithstanding subsection (a)(1), the sponsor may elect to pay an in lieu fee to satisfy up to 100 percent of the requirement for uses required by Table 155.2 to provide four or fewer Class 2 bicycle parking spaces.

(3) The sponsor shall pay the in lieu fee for all Class 2 bicycle parking spaces for which a variance or waiver is sought and granted by the Zoning Administrator under Sections 305 and 307(k) of this Code.

(b) Amount of Fee. The amount of the in lieu fee shall be $400 per Class 2 bicycle parking space. This fee shall be adjusted pursuant to Sections 409 and 410 of this Code.

(c) Department Notice to Development Fee Collection Unit at the Department of Building Inspection (“DBI”). If the project sponsor has elected to pay the Bicycle Parking In Lieu Fee to satisfy some or all required Class 2 bicycle parking spaces, the Department shall immediately notify the Development Fee Collection Unit at DBI of its determination, in addition to the other information required by Section 402(b) of this Article.

(d) COLLECTION OF BICYCLE PARKING IN LIEU FEE. The Bicycle Parking In Lieu Fee is due and payable to the Development Fee Collection Unit at DBI prior to issuance of the first construction document in accordance with Section 107A.13.15 of the San Francisco Building Code.

(e) Process for Revisions of Determination of Requirements. In the event that the Department or the Commission takes action affecting any development project subject to this Section 430 and such action is subsequently modified, superseded, vacated, or reversed by the Board of Appeals, the Board of Supervisors, or by court action, the Department shall determine any revisions of the bicycle parking requirement, including the in lieu fee, as applied to the project, following the procedures of Section 402(c) of this Article.
SEC. 430.1. BICYCLE PARKING FUND.

There is hereby established a separate fund set aside for a special purpose entitled the Bicycle Parking Fund ("Fund"). This fund shall be administered by the San Francisco Municipal Transportation Agency. DBI shall deposit in the Fund all monies it collects under Section 430. The City shall use all monies deposited in the Fund solely to install and maintain bicycle parking in areas of the City with inadequate public short-term bicycle parking facilities.

SEC. 430.431. SEVERABILITY.

In the event that a court or agency of competent jurisdiction holds that federal or state law, rule or regulation invalidates any clause, sentence, paragraph or section of this Article or the application thereof to any person or circumstances, it is the intent of the Board of Supervisors that the court or agency sever such clause, sentence, paragraph or section so that the remainder of this Article shall remain in effect.

Section 5. The San Francisco Planning Code is hereby amended by amending Sections 150, 153, 157.1, 249.46, 305, and 307 to read as follows:

SEC. 150. OFF-STREET PARKING AND LOADING REQUIREMENTS.

(a) General. This Article 1.5 is intended to assure that off-street parking and loading facilities are provided in amounts and in a manner that will be consistent with the objectives and policies of the San Francisco General Plan, as part of a balanced transportation system that makes suitable provision for walking, cycling, public transit, private vehicles, and the movement of goods. With respect to off-street parking, this Article is intended to require facilities where needed but discourage excessive amounts of automobile parking, to avoid adverse effects upon surrounding areas and uses, and to encourage effective use of walking, cycling, and public transit as alternatives to travel by private automobile.

(b) Spaces Required. Off-street parking and loading spaces, according to the requirements stated in this Article 1.5, shall be provided for any structure constructed, and any
use established, whether public or private, after the original effective date of any such
requirement applicable to such structure or use.

(c) Additions to Structure and Uses.

(1) For any structure or use lawfully existing on such effective date, off-street
parking and loading spaces need be provided only in the case of a major addition to such
structure or use, and only in the quantity required for the major addition itself. Any lawful
deficiency in off-street parking or loading spaces existing on such effective date may be
carried forward for the structure or use, apart from such major addition.

(2) For these purposes, a "major addition" is hereby defined as any
enlargement, alteration, change of occupancy or increase in intensity of use which would
increase the number of off-street parking spaces required for dwelling units by two or more
spaces; which would increase the number of off-street parking spaces required for uses other
than dwelling units by at least 15 percent or by at least five spaces, whichever is greater; or
which would increase the requirement for off-street loading spaces by at least 15 percent.

(3) Successive additions made after the effective date of an off-street parking
or loading requirement shall be considered cumulative, and at the time such additions become
major in their total, off-street parking and loading spaces shall be provided as required for
such major addition.

(d) Spaces to be Retained. Once any off-street parking or loading space has been
provided which wholly or partially meets the requirements of this Code, such off-street parking
or loading space shall not thereafter be reduced, eliminated or made unusable in any manner;
provided, however, that in the Outer Clement Neighborhood Commercial District a maximum
of one off-street parking space may be used for the storage of materials for a commercial use
if the commercial use is on a lot contiguous to the lot on which the parking space is located
and if access between the commercial use and the storage is available without the use of a
public sidewalk or other public right-of-way and if the storage occurred prior to 1985. Any
required residential parking space may be leased or rented on a monthly basis as provided
under Section 204.5(b)(1) of this Code, and such lease or rental shall not be considered a
reduction or elimination of required spaces.

(e) Reduction and Replacement of Off-Street Parking Spaces. Notwithstanding subsection (d)
above, off-street parking spaces may be reduced and replaced by bicycle parking spaces based on
standards provided in Section 155.1(d) of this Code. Once bicycle parking spaces replace an
automobile parking space, such bicycle parking shall not be reduced or eliminated. Such bicycle
parking spaces may be converted back to automobile parking space, provided that the required
numbers of bicycle parking spaces subject to Sections 155.2 and 155.3 of this Code are still met after
removal of bicycle parking spaces.

(f) Parking in Excess of the Maximum Permitted. Any off-street parking space or
spaces which existed lawfully at the effective date of this Section and which have a total
number in excess of the maximum permitted off-street parking spaces permitted under
Section 151.1 shall be considered noncomplying features pursuant to Section 180(a)(2) and
shall be regulated as set forth in Section 188.

SEC. 153. RULES FOR CALCULATION OF REQUIRED SPACES.

(a) In the calculation of off-street parking, and freight loading spaces, and bicycle parking
spaces required under Sections 151, 152, and 152.1, 155.2, 155.3 and 155.4 of this Code, the
following rules shall apply:

(1) In the case of mixed uses in the same structure, on the same lot or in the
same development, or more than one type of activity involved in the same use, the total
requirements for off-street parking and loading spaces shall be the sum of the requirements
for the various uses or activities computed separately, including fractional values.
(2) Where an initial quantity of floor area, rooms, seats or other form of measurement is exempted from off-street parking or loading requirements, such exemption shall apply only once to the aggregate of that form of measurement. If the initial exempted quantity is exceeded, for either a structure or a lot or a development, the requirement shall apply to the entire such structure, lot or development, unless the contrary is specifically stated in this Code. In combining the requirements for use categories in mixed use buildings, all exemptions for initial quantities of square footage for the uses in question shall be disregarded, excepting the exemption for the initial quantity which is the least among all the uses in question.

(3) Where a structure or use is divided by a zoning district boundary line, the requirements as to quantity of off-street parking and loading spaces shall be calculated in proportion to the amount of such structure or use located in each zoning district.

(4) Where seats are used as the form of measurement, each 22 inches of space on benches, pews and similar seating facilities shall be considered one seat.

(5) When the calculation of the required number of off-street parking or freight loading spaces results in a fractional number, a fraction of $\frac{1}{2}$ or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than $\frac{1}{2}$ may be disregarded.

(6) In C-3, MUG, MUR, MUO, UMU, and South of Market Districts, substitution of two service vehicle spaces for each required off-street freight

(b) The requirements for off-street parking and loading for any use not specifically mentioned in Sections 151 and 152 shall be the same as for a use specified which is similar, as determined by the Zoning Administrator.

(c) For all uses and all districts covered by Section 151.1, the rules of calculation established by subsection (a) shall apply to the determination of maximum permitted spaces allowed by Section 151.1.
SEC. 157.1. CONDITIONAL USE APPLICATIONS FOR NON-ACCESSORY PARKING
GARAGES IN EASTERN NEIGHBORHOODS MIXED USE DISTRICTS AND DTR
DISTRICTS.

(a) In considering a Conditional Use application for a non-accessory parking garage in
Eastern Neighborhoods Mixed Use Districts and DTR Districts, the Planning Commission
shall affirmatively find that such facility meets all the criteria and standards of this Section, as
well as any other requirement of this Code as applicable.

(b) A non-accessory garage permitted with Conditional Use may not be permitted
under any condition to provide additional accessory parking for specific residential or non-
residential uses if the number of spaces in the garage, in addition to the accessory parking
permitted in the subject project or building, would exceed those amounts permitted as-of-right
or as a Conditional Use by Section 151.1.

(c) Criteria.

(1) Such facility shall meet all the design requirements for setbacks from
facades and wrapping with active uses at all levels per the requirements of Section 145.1; and

(2) Such parking shall not be accessed from any protected Transit or
Pedestrian Street described in Section 155(r); and

(3) Such parking garage shall be located in a building where the ratio of gross
square footage of parking uses to other uses that are permitted or Conditionally permitted in
that district is not more than 1 to 1; and

(4) Such parking shall be available for use by the general public on equal terms
and shall not be deeded or made available exclusively to tenants, residents, owners or users
of any particular use or building except in cases that such parking meets the criteria of
subsection (d) or (e) below; and
(5) Such facility shall provide spaces for car sharing vehicles per the requirements of Section 166 and bicycle parking per the requirements of Sections 155.1 and 155.2; and

(6) Such facility, to the extent open to the public per subsection (4) above, shall meet the pricing requirements of Section 155(g) and shall generally limit the proposed parking to short-term occupancy rather than long-term occupancy; and

(7) Vehicle movement on or around the facility does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district; and

(8) Such facility and its access does not diminish the quality and viability of existing or planned streetscape enhancements.

(d) Parking of Fleet Vehicles. Parking of fleet of commercial or governmental vehicles intended for work-related use by Employees and not used for parking of Employees’ personal vehicles may be permitted with Conditional Use provided that the Commission affirmatively finds all of the above criteria except criteria (4) and (6).

(e) Pooled Residential Parking. Non-accessory parking facilities limited to use by residents, tenants or visitors of specific off-site development(s) may be permitted with Conditional Use provided that the Commission affirmatively finds all of the above criteria under (c) except criteria (4) and (6), and provided that the proposed parking on the subject lot would not exceed the maximum amounts permitted by Section 151.1 with Conditional Use or 309.1 and 329 exception as accessory for the uses in the off-site residential development. For the purpose of this subsection, an "off-site development" is a development which is existing or has been approved by the Planning Commission or Planning Department in the previous 12 months, is located on a lot other than the subject lot, and does not include any off-street...
parking. A Notice of Special Restrictions shall be recorded on both the off-site and subject
development lot indicating the allocation of the pooled parking.

SEC. 249.46 VETERANS COMMON SPECIAL USE DISTRICT

In order to facilitate the development of the Veterans Commons Project for homeless
veterans, there shall be a special use district known as the Veterans Commons Special
Use District, consisting of Assessor's Block No. 3513, Lot No. 07, at the street location
address 150 Otis Street, and as designated on Sheet SU07 of the Zoning Map of the City and
County of San Francisco. The following provisions shall apply within the Veterans Common
Special Use District:

(a) Construction of Affordable Housing Project. The property in the Veterans
Commons Special Use District may be converted from public institutional special to a
residential housing project with attendant meeting rooms, community kitchens and ancillary
services, and property management offices.

(b) Controls. Notwithstanding any other provisions of this Code, the following controls
shall govern uses in this Special Use District:

(1) This Special Use District shall permit uses consistent with the RTO
(Residential Transit Oriented) subject to the exceptions listed below:

(i) (A) Rear Yard. The rear yard requirements under Section 134 shall
not apply.

(ii) (B) Usable Open Space. The usable open space requirements under
Section 135(d) shall not apply.

(iii) (C) Sunlight and Dwelling Unit Exposure. The sunlight and
dwelling unit exposure requirements of Section 140 shall not apply to any west facing units.

(iv) (D) Section 155.5155.2 Bicycle Parking. Bicycle parking requirements
under Section 155.5155.2 shall not apply.
Section 207.6 Dwelling Unit Mix. The two-bedroom unit requirements under Section 207.6 shall not apply.

(2) Density. Notwithstanding the density requirements of Section 209, the Special Use District shall allow up to 76 dwelling units (or a ratio of no less than 89.41 sq. ft./dwelling) in a single building.

(3) On-site Social Services. The area dedicated to on-site social services/special service provision shall be no greater than 6,300 sq. ft. and shall be located in or below the ground story.

SEC. 305. VARIANCES.

(a) General. The Zoning Administrator shall hear and make determinations regarding applications for variances from the strict application of quantitative standards in this Code. He shall have power to grant only such variances as may be in harmony with the general purpose and intent of this Code and in accordance with the general and specific rules contained herein, and he shall have power to grant such variances only to the extent necessary to overcome such practical difficulty or unnecessary hardship as may be established in accordance with the provisions of this Section. No variance shall be granted in whole or in part which would have an effect substantially equivalent to a reclassification of property; or which would permit any use, any height or bulk of a building or structure, or any type or size or height of sign not expressly permitted by the provisions of this Code for the district or districts in which the property in question is located; or which would grant a privilege for which a conditional use procedure is provided by this Code; or which would change a definition in this Code; or which would waive, reduce or adjust the inclusionary housing requirements of Sections 345.4 through 345.9; or which would reduce or waive any portion of the usable open space fees applicable under certain circumstances in the Eastern Neighborhoods Mixed Use Districts pursuant to Section 135(j)(j) and 135.3(d); or which would waive or reduce
the quantity of bicycle parking required by Sections 155.2 through 155.3 where off-street automobile parking is proposed or existing. A variance may be granted for the bicycle parking layout requirements in Section 155.1 of this Code. If the relevant Code provisions are later changed so as to be more restrictive before a variance authorization is acted upon, the more restrictive new provisions, from which no variance was granted, shall apply. The procedures for variances shall be as specified in this Section and in Sections 306 through 306.5.

(b) **Initiation.** A variance action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the variance is sought.

(c) **Determination.** The Zoning Administrator shall hold a hearing on the application, provided, however, that if the variance requested involves a deviation of less than 10 percent from the Code requirement, the Zoning Administrator may at his option either hold or not hold such a hearing. No variance shall be granted in whole or in part unless there exist, and the Zoning Administrator specifies in his findings as part of a written decision, facts sufficient to establish:

1. That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other property or uses in the same class of district;

2. That owing to such exceptional or extraordinary circumstances the literal enforcement of specified provisions of this Code would result in practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property;

3. That such variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class of district;
(4) That the granting of such variance will not be materially detrimental to the public welfare or materially injurious to the property or improvements in the vicinity; and

(5) That the granting of such variance will be in harmony with the general purpose and intent of this Code and will not adversely affect the Master General Plan.

Upon issuing his written decision either granting or denying the variance in whole or in part, the Zoning Administrator shall forthwith transmit a copy thereof to the applicant. The action of the Zoning Administrator shall be final and shall become effective 10 days after the date of his written decision except upon the filing of a valid appeal to the Board of Permit Appeals as provided in Section 308.2.

(d) Conditions. When considering an application for a variance as provided herein with respect to applications for development of "dwellings" as defined in Chapter 87 of the San Francisco Administrative Code, the Zoning Administrator, or the Board of Appeals on appeal, shall comply with that Chapter which requires, among other things, that the Zoning Administrator and the Board of Appeals not base any decision regarding the development of "dwellings" in which "protected class" members are likely to reside on information which may be discriminatory to any member of a "protected class" (as all such terms are defined in Chapter 87 of the San Francisco Administrative Code). In addition, in granting any variance as provided herein, the Zoning Administrator, or the Board of Permit Appeals on appeal, shall specify the character and extent thereof, and shall also prescribe such conditions as are necessary to secure the objectives of this Code. Once any portion of the granted variance is utilized, all such specifications and conditions pertaining to such authorization shall become immediately operative. The violation of any specification or condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the variance. Such conditions may include time limits for exercise of the granted variance; otherwise, any exercise of such variance must commence within a reasonable time.
SEC. 307. OTHER POWERS AND DUTIES OF THE ZONING ADMINISTRATOR.

In addition to those specified in Sections 302 through 306, and Sections 316 through 316.68 of this Code, the Zoning Administrator shall have the following powers and duties in administration and enforcement of this Code. The duties described in this Section shall be performed under the general supervision of the Director of Planning, who shall be kept informed of the actions of the Zoning Administrator.

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(k) Waiver or Modification of Required Bicycle Parking. The Zoning Administrator shall conduct the review of any administrative waiver under Section 307(k) as part of, and incorporate into, a related building permit application or other required project authorization and shall not require an additional fee or application.

(l) Waiver or modification for Class 1 bicycle parking requirements.

(A) Alternative locations. The Zoning Administrator may grant approval that Class 1 bicycle parking be located on an off-site lot, under certain circumstances. Uses subject to Section 155.2 may apply for alternative locations approval only when off-street automobile parking does not exist on the subject lot. Existing City-owned buildings subject to 155.3 may apply for alternative locations approval when compliance with subsection 155.3 (b) may not be feasible because of demonstrable hardship including when off-street automobile parking does not exist on the subject lot. In acting upon all these cases, the Zoning Administrator shall be guided by the following criteria:

(i) Such alternative facilities shall be well lit and secure.

(ii) The alternative facility bicycle entrance shall be no more than 500 feet from the entrance of the primary building, unless there are no feasible locations within a 500 foot radius that can be provided. However, in no event shall an alternative location be approved that is farther from the entrance of the building than the closest automobile parking garage.
(B) Temporary Exemptions. The Zoning Administrator may issue a temporary exemption for bicycle parking subject to Section 155.3 of this Code for one year, under the following circumstances:

(i) For required Class 1 bicycle parking requirements in City-owned and leased buildings, if no feasible alternative parking facility exists nearby that can be approved pursuant to Subsection (k)(1)(A) above, or securing an alternative location would be unduly costly and pose a demonstrable hardship on the Landlord, or on the City where the City owns the building. In order to obtain this exemption, the Responsible City Official shall certify to the Zoning Administrator in writing that the Landlord, or the City where the City owns the building, will not prohibit Employees from storing a bicycle in a Workspace provided that such bicycles are stored in a way that the Fire Code is not violated and that the normal business of the building is not disrupted. The Responsible City Official shall provide the required bicycle parking within one year of the issuance of such exemption, or shall obtain a new exemption for each year until such bicycle parking is provided.

(ii) For required bicycle parking in non-accessory automobile garages or lots with 500 or more spaces. In order to obtain this exemption, the Responsible City Official shall provide to the Zoning Administrator in writing an analysis demonstrating that the demand for bicycle parking in that location is less than the amount required by Section 155.3 of this Code. This exemption may only be provided for any required bicycle parking above fifty Class 2 spaces. The exemptions for these garages may be issued for up to one year. The Responsible City Official shall provide the required bicycle parking within one year of the issuance of such exemption, or shall obtain a new exemption for each year until such bicycle parking is provided.

(2) Temporary exemptions, waiver or modification of Required Class 2 Bicycle Parking. Temporary exemptions for Class 2 bicycle parking shall be granted as allowed in subsection 1(B) above. The Zoning Administrator may administratively waive some or all of the
Class 2 bicycle parking requirement in any case when all of findings (A)-(D) are affirmatively met for some or all of the Class 2 requirements:

(A) No off-street auto parking is provided on-site in a garage or lot;

(B) No on-site publicly-accessible open space is provided where it would be appropriate to locate some or all of the required Class 2 bicycle parking as allowed per Section 155.1(b)(2) of this Code;

(C) The provision of on-site Class 2 bicycle parking is not desirable or feasible based on the physical character, pedestrian circulation, historic character or urban design of the building and block;

(D) The San Francisco Municipal Transportation Agency, Department of Public Works, or other relevant agency will not grant approval to install Class 2 bicycle racks in the public right-of-way adjacent to the subject lot sufficient to meet the requirements because the bicycle rack would: (i) interfere with utilities or the general public welfare or (ii) adversely affect the design and configuration of existing or planned streetscape improvements.

(E) In lieu Fee in case of Waiver or Variance for Class 2 Parking. For each required Class 2 bicycle parking space that the Zoning Administrator waives as a result of a variance per Section 305 or waives in accordance with subsection (D)(ii) above, the project sponsor shall pay an in lieu bicycle parking fee as provided by Section 430 et seq. of this Code.

Section 6. The San Francisco Environment Code is hereby amended by amending Section 402, to read as follows:

SEC. 402. TENANT BICYCLE PARKING IN EXISTING COMMERCIAL BUILDINGS.

(a) Scope. This Section shall apply to a building the principal occupancy of which is a commercial use, as defined in the Planning Code, that

(1) is in existence on the operative date of this Section, or is proposed to be constructed under an already issued permit but is not yet constructed, and
(2) is not subject to the applicability measures established in Section 155.2(a) of the Planning Code for bicycle parking requirements provisions of Planning Code Section 155.4.

(b) Bicycle Access to Commercial Buildings.

(1) Applicability. Beginning January 1, 2012, or 30 days after the effective date of this Section, whichever is later, an owner, lessee, manager, or other person who controls a building within the scope of Section 402 shall allow tenants to bring bicycles into the subject building.

(2) Request for Limited Access. The owner, lessee, manager, or other person who controls a building within the scope of Section 402 who wishes to prescribe specific details and limitations on bicycle access to the subject building shall complete a Bicycle Access Plan in accordance with subsection (b)(3) below.

(3) Bicycle Access Plan.

(A) Completion of Plan. The Bicycle Access Plan ("Plan") shall be in writing on a form provided by the Department of the Environment. Bicycle access shall be granted to the requesting tenant or subtenant and its employees in accordance with the Plan.

(B) Plan Information. The Plan shall include:

(i) the location of entrances;

(ii) route to elevators and/or stairs that accommodate bicycle access;

(iii) the route to a designated area for bicycle parking on an accessible level if such bicycle parking is made available; and

(iv) such other information as the Department of the Environment may require.

The Plan shall provide that bicycle access is available, at a minimum, during the regular operating hours of the subject building.
(C) **Plan Amendment.** The Plan may be amended from time to time to accommodate requests from other tenants or subtenants to provide bicycle access under this Section 402.

(4) **Exception.**

(A) **Application.** The owner, lessee, manager, or other person who controls a building may apply to the Director of the Department of the Environment for an exception if:

(i) the building's elevators are not available for bicycle access because unique circumstances exist involving substantial safety risks directly related to the use of such elevator; or

(ii) there is alternate covered off-street parking or alternate indoor no-cost bicycle parking that meets the layout and security requirements for Class 1 and Class 2 bicycle parking spaces as established by Planning Code Sections 155.1 and 155.2 (a)(6) and (7) and is available on the premises or within three blocks or 750 feet, whichever is less, of the subject building sufficient to accommodate all tenants or subtenants of the building requesting bicycle access.

The application for an exception shall be submitted to the Department of the Environment in the manner required by that Department. The application shall include the reasons for the application for an exception and supporting documentation.

(B) **Department of Environment's Consultation with Department of Building Inspection and Municipal Transportation Agency.**

(i) If an exception is sought under subsection (b)(4)(A)(i) above, the Department of Environment shall request the Department of Building Inspection to conduct an inspection of the building and advise the Department of Environment whether, in
the opinion of the Department of Building Inspection, bicycle access to the building involves substantial safety risks.

(ii) If an exception is sought under subsection (b)(4)(A)(ii) above, the Department of Environment shall request the Livable Streets Subdivision of the Municipal Transportation Agency and/or designated bicycle planner to conduct an inspection of the secure alternate covered off-street or secure indoor no-cost bicycle parking and advise the Department of Environment whether, in its opinion, the proposed bicycle parking is adequate.

(C) **Department of Environment’s Decision on Application.** The Department of Environment shall make a determination on the application for an exception within a reasonable period of time after receiving the advice of the Department of Building Inspection and/or the Municipal Transportation Agency provided for in subsection (b)(4)(B) above. The Department of Environment’s letter of exception or denial shall be sent to the owner, lessee, manager, or other person in control of the building by certified mail, return receipt requested.

(5) **Posting and Availability of Bicycle Access Plan or Letter of Exception.**

(A) Every owner, lessee, manager, or other person in control of a building subject to this Section 402 shall post in the building lobby each Bicycle Access Plan that is in effect and any letter of exception granted by the Department of Environment, or shall post a notice indicating that the Plan or letter of exception is available in the office of the building manager upon request. Such posting shall be made within five days of completion and implementation of the Plan or Plans or any amendment thereto or within five days of the Department of the Environment's granting of an exception. If the Department of Environment denies an application for an exception, a Bicycle Access Plan shall be posted within twenty days of receipt of such determination.

(B) The above posting shall either
(i) notify the requesting tenants and subtenants of their right to bicycle access in accordance with the Plan or
(ii) include the basis or bases for the exception and, if applicable, the route to alternate off-street or indoor parking.

(6) **Space for Bicycles.** Nothing in this Section 402 shall be construed to require an owner, lessee, manager, or other person who is in control of a building within the scope of this Section 402 to provide space outside the tenant or subtenant's leased space for bicycles brought into such building.

(7) **Unsafe Conditions.** Nothing in this Section 402 shall be construed to require an owner, lessee, manager, or other person who is in control of a building within the scope of this Section 402 to permit a bicycle to be parked in a manner that violates building or fire codes or any other applicable law, rule, or code, or which otherwise impedes ingress or egress to such building. In an emergency, whenever elevator use is prohibited, bicycles shall not be permitted to be transported through any means of egress.

Section 7. This section is uncodified. If a development project has received its entitlements prior to the effective date of this Ordinance and the project sponsor subsequently files an application to modify the project, the modified project is exempt from the development fees provided in Section 430 of the Planning Code on condition that the application to modify is filed prior to the effective date of this Ordinance.

Section 8. Effective Date. This Ordinance shall become effective 30 days from the date of passage.

Section 9. In enacting this ordinance, the Board intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams, or any other constituent part of the Planning Code that are explicitly shown in this legislation.
as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the legislation.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: \signature
JUDITH A. BOYAJIAN
Deputy City Attorney

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Ordinance amending the Planning Code to revise the bicycle parking standards, allow a portion of the bicycle parking requirements to be satisfied by payment of an in lieu fee, allow automobile parking spaces to be reduced and replaced by bicycle parking spaces, and authorize the Zoning Administrator to waive or modify required bicycle parking; amending the Environment Code to revise cross-references to the Planning Code and make technical amendments; and making environmental findings and findings of consistency with the General Plan and the priority policies of Planning Code, Section 101.1.

July 15, 2013 Land Use and Economic Development Committee - AMENDED

July 15, 2013 Land Use and Economic Development Committee - RECOMMENDED AS AMENDED

July 23, 2013 Board of Supervisors - PASSED, ON FIRST READING
Ayes: 11 - Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

July 30, 2013 Board of Supervisors - FINALLY PASSED
Ayes: 11 - Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

I hereby certify that the foregoing Ordinance was FINALLY PASSED on 7/30/2013 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

Mayor

Date Approved