

FILE NO. 010488

8/9/01

ORDINANCE NO. 193-01

1 [Ordinance to Require Bicycle Parking In New And Renovated Commercial Buildings.]

2
3 Ordinance amending Section 155 of the Planning Code and adding Section 155.4 to the
4 Planning Code to require that all new commercial buildings and commercial buildings
5 with major renovations contain parking spaces for bicycles proportionate to and in
6 accordance with such building's square footage and primary use.

7 Note: Additions are *single-underline italics Times New Roman*;
8 deletions are ~~*strikethrough italics Times New Roman*~~.
9 Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

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

11
12 Section 1. Priority Policy Findings.

13 Pursuant to Section 101.1 of the Planning Code, the Board of Supervisors makes the
14 following findings:

15 (1) On June 28, 2001, the Planning Commission conducted a duly noticed public
16 hearing on the proposed amendments to the Planning Code. Following such hearing, the
17 Planning Commission, by Resolution No. 16180, found such amendments to the Planning
18 Code to be in conformity with the Priority Policies of Planning Code Section 101.1 and with
19 the General Plan, approved such Planning Code amendments, and recommended such
20 amendments for approval by the Board of Supervisors. Such Resolution is on file with the
21 Clerk of the Board in File No. 010488.

22 (2) The Board of Supervisors finds that this ordinance is in conformity with the Priority
23 Policies of Section 101.1 of the Planning Code and with the General Plan, and hereby adopts
24 the findings set forth in Planning Commission Resolution No. 16180 and incorporates such
25 findings by reference as if fully set forth herein.

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2 Section 2. The San Francisco Planning Code is hereby amended by amending Section
3 155 to read as follows:

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

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

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

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

21 (c) Every off-street parking or loading space shall have adequate means of
22 ingress from and egress to a street or alley. Every required off-street parking or loading
23 space shall be independently accessible, with the exception of a parking space for a
24 minor second dwelling unit in an RH-1(S) District, or as otherwise provided by the
25 Bernal Heights Special Use District set forth in Section 242. In C-3 Districts, if it is

1 found, in accordance with the provisions of Section 309, that independently accessible
2 spaces are infeasible due to site constraints, or in South of Market Districts if it is
3 found, in accordance with the provisions of Section 307(g) of this Code, that
4 independently accessible spaces for nonresidential activities are infeasible due to site
5 constraints or that valet parking would provide a more convenient and efficient means
6 of serving business clients, the substitution of attendant parking spaces for
7 independently accessible spaces may be approved. Access to off-street loading
8 spaces shall be from alleys in preference to streets.

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

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

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

20 (d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-
21 R, C-3-G, and South of Market Districts shall be completely enclosed and access from
22 a public street or alley shall be provided by means of a private service driveway, which
23 is totally contained within the structure. Such a private service driveway shall include
24 adequate space to maneuver trucks and service vehicles into and out of all provided
25 spaces, and shall be designed so as to facilitate access to the subject property while

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

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

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

24 (g) In order to discourage long-term commuter parking, any off-street parking
25 spaces provided for a structure or use other than residential or hotel in a C-3 District,

1 whether classified as an accessory or conditional use, which are otherwise available for
2 use for long-term parking by downtown workers shall maintain a rate or fee structure
3 for their use such that the rate charge for four hours of parking duration is no more than
4 four times the rate charge for the first hour, and the rate charge for eight or more hours
5 of parking duration is no less than 10 times the rate charge for the first hour.
6 Additionally, no discounted parking rate shall be permitted for weekly, monthly or
7 similar time-specific periods.

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

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

13 (j) Except as provided by Section 155.1 and Section 155.2 below, for each
14 20 off-street parking spaces provided, one space shall be provided for parking of a
15 bicycle. The most restrictive provisions of 155(j) or 155.4 shall prevail.

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

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

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

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

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

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

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

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17 Section 3. The San Francisco Planning Code is hereby amended by adding Section
18 155.4 to read as follows:

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

21 **(a) Definitions.**

22 **(1) All definitions set forth in Section 155.1(a) and Section 155.3(a) are incorporated**
23 **into this Section.**

24 **(2) New Commercial Building. A commercial or industrial building for which a**
25 **building permit is issued on or at least six months after the effective date of this Section.**

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

5 (b) Requirements for New Commercial Buildings and Commercial Buildings With
6 Major Renovations. New commercial buildings and commercial buildings with major
7 renovations, as a condition of approval, shall provide bicycle parking in that building in
8 accordance with this Section. Where a building undergoes major renovations, its total square
9 footage after the renovation shall be used in calculating how many, if any, bicycle parking
10 spaces are required.

11 (c) Types of Bicycle Parking. New commercial buildings and commercial buildings
12 with major renovations shall offer either Class 1 bicycle parking, as defined in Section
13 155.1(a)(6), or Class 2 bicycle parking, as defined in Section 155.1(a)(7), or a combination of
14 Class 1 and Class 2 bicycle parking.

15 (d) Bicycle Parking Spaces – Professional Services. For new commercial buildings
16 and commercial buildings with major renovations whose primary use consists of medical or
17 other professional services, general business offices, financial services, general business
18 services, business and trade schools, colleges and universities, research and development or
19 manufacturing, the following schedule of required bicycle parking applies:

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

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

24 (3) Where the gross square footage of the floor area exceeds 50,000 square feet, 12
25 bicycle spaces are required.

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

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

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

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

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

13 (g) Layout of Spaces. Owners of new commercial buildings and commercial buildings
14 with major renovations subject to this Section are encouraged to follow the requirements set
15 forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking.

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

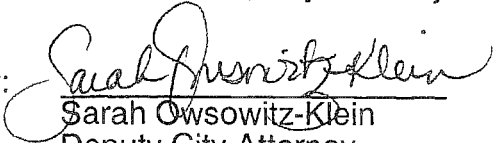
19 (i) Exemption. Where a new commercial building or building with major renovations
20 includes residential uses, the building's total non-residential square footage shall be used in
21 calculating how many, if any, bicycle parking spaces are required.

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

25 (k) For the purposes of this Section, commercial shall mean commercial and industrial.

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APPROVED AS TO FORM:
LOUISE H. RENNE, City Attorney

By: 
Sarah Owsowitz-Klein
Deputy City Attorney



City and County of San Francisco

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

Tails Ordinance

File Number: 010488

Date Passed:

Ordinance amending Section 155 of the Planning Code and adding Section 155.4 to the Planning Code to require that all new commercial buildings and commercial buildings with major renovations contain parking spaces for bicycles proportionate to and in accordance with such building's square footage and primary use.

August 20, 2001 Board of Supervisors — PASSED ON FIRST READING

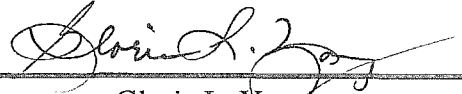
Ayes: 10 - Ammiano, Daly, Gonzalez, Hall, Leno, Maxwell, McGoldrick,
Newsom, Peskin, Yee
Absent: 1 - Sandoval

August 27, 2001 Board of Supervisors — FINALLY PASSED

Ayes: 10 - Ammiano, Daly, Gonzalez, Hall, Leno, Maxwell, McGoldrick, Peskin,
Sandoval, Yee
Absent: 1 - Newsom

File No. 010488

I hereby certify that the foregoing Ordinance was FINALLY PASSED on August 27, 2001 by the Board of Supervisors of the City and County of San Francisco.



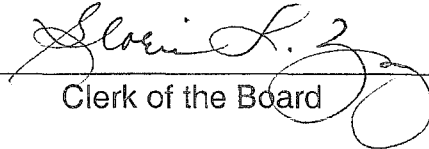
Gloria L. Young
Clerk of the Board

Date Approved

Mayor Willie L. Brown Jr.

Date: September 7, 2001

I hereby certify that the foregoing ordinance, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter.



Clerk of the Board

File No.
010488