



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Code Summary:

### Bicycle Parking Requirements

<b>Code Changes:</b>	Amending Section 155.1, 155.2, 155.3, 155.4, 150, 157.1, 153, and 305; adding new Section 430, 430.1, and 307(k) and deleting Section 155.5
<b>Case Number:</b>	Board File No. 13-0528
<b>Initiated by:</b>	The Planning Department
<b>Sponsored by:</b>	John Avalos, David Chiu, Scott Wiener, Eric Mar, Jane Kim, David Campos
<b>Effective Date:</b>	September 9, 2013

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### The Way It Was:




Bicycle parking requirements were first adopted in San Francisco in 1996 for City-owned and leased buildings in San Francisco. These requirements were subsequently expanded on a piecemeal basis to City-owned and privately owned garages in 1998, commercial and industrial uses in 2001, and residential uses in 2005. The bicycle parking requirements in the Code are currently spread across Sections 155.1-155.5 based on ownership and use representing the order in which the Sections were added to the Code. Since then, bike ridership has significantly increased in San Francisco which spurs a greater need for better and more bicycle parking.

### The Way It Is Now:

The new legislation amended the Planning Code to comprehensively update the bicycle parking requirements. The Bicycle Parking requirements will now be organized as follows:

- 155.1 Bicycle Parking: Definitions and Standards;
- 155.2 Bicycle Parking: Applicability and Requirements for Specific Use Types;
- 155.3 Requirements for City-Owned and Leased Properties; and
- 155.4 Requirements for Shower Facilities and Lockers.

The new law changes the requirements in many aspects including major modifications as followed:

-  Identifies requirements for two types of bicycle parking: long-term parking for residents and employees (Class One, which is generally in an enclosure), and short-term parking for visitors (Class Two, which may be provided on the sidewalk with City approval);
-  Defines requirements for use categories aligned with other requirements in the code (such as car parking). For all dwelling units, generally one bicycle space is required for each unit. For buildings over 100 units, a reduced ratio is allowed after the first 100 bicycle spaces;
-  Increases bicycle parking requirements for all uses, based on other similar urban cities: Vancouver, Portland, New York, and National Standards;

- 🚲 Establishes clear and easy to implement triggers for bicycle parking requirements: addition of a dwelling unit, enlargement by 20%, change of use when bicycle parking requirement would increase by 15%, addition of vehicle parking, and alterations when DBI determines such alteration would trigger the bicycle parking requirements per State law;
- 🚲 Specifies requirements regarding the location of the bicycle parking facility in buildings. Class one spaces should generally be located with direct and convenient access. Class two spaces shall generally be visible and near primary entries;
- 🚲 Allows conversion of required car parking to bicycle parking;
- 🚲 Prohibits obtaining a variance for quantity of bicycle parking;
- 🚲 Establishes new, increased requirements for the provision of showers and lockers based upon use type and occupied floor area;
- 🚲 Allows payment of in-lieu fee to satisfy portions of Class two bicycle parking requirements;
- 🚲 Establishes a bicycle parking fund administered by SFMTA for the provision of short-term bicycle parking;
- 🚲 Establishes a Zoning Administrator waiver and modification process for certain bicycle requirements.
- 🚲 Creates a new Zoning Administrator Bulletin including design and layout requirements for bicycle parking (see attached); and
- 🚲 Requires existing City-owned buildings and garages to generally conform with the new requirements within a one year period (See ZA Bulletin and Code for more details).

<http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances13/o0183-13.pdf>

Link to signed legislation:

Board File No. 13- 0528	Ord. No. <a href="#">0183-13</a>	Planning, Environment Codes - Bicycle Parking Standards; In Lieu Fee
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