Re-Adoption of Bicycle Policies

&

New Bicycle Parking Requirements

Land Use Committee Hearing
July 15th, 2013
Incremental Regulations

1996: City-owned Buildings
1998: City-owned and privately-owned garages
2001: Commercial Uses
2005: Residential Uses
2012: Transit Center District
75,000 daily bike trips with only over 3000 bike racks on sidewalks
Current State of Bicycle Parking
Current State of Bicycle Parking
Most growth potential is from bicycles

All Trips 2010:
- 61% auto
- 39% non-auto

2018 Goal:
- 50% auto
- 50% non-auto

Bicycle capacity growth is complementary to transit
Bicycle Parking Requirements
Outreach Process

Initiation Hearing
August 7, 2012

Informational Hearing
December 13, 2012

Adoption Hearing
May 16, 2013

Real Estate Division

SAN FRANCISCO
BICYCLE COALITION
sfbike.org

BOMA
www.bomaaf.org

RBA

SF Environment
Our home. Our city. Our planet.

SFMFTA
Bicycle Parking: Class One

Lockers

Cages or Locked Rooms
Triggers for

• New construction
• Addition of dwelling unit
• Increase in square footage by 20%
• Change of Use (When bicycle parking increase is $\geq 15\%$)
• Alteration when triggered per CalGreen by DBI
• Addition of automobile parking capacity
• Existing City-owned Buildings and garages
Residential Uses

Buildings over 3 units:

Units over 100 in larger projects
Commercial Use Categories

Existing

- Professional services
- Retail and hotel

Proposed

- Retail Sales
- Personal Services and Restaurants
- Office
- Retail devoted to bulky merchandise
- Light manufacturing
- Hospitals (In-patient)
- Medical Offices (Out-Patient)
### Before and After Requirements

<table>
<thead>
<tr>
<th>Use Example</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grocery Store 30,000 sq. ft. (Ex. Whole Foods)</td>
<td>3 Class one or Class two spaces of any combination</td>
<td>4 <strong>Class One</strong> spaces and 12 <strong>Class Two</strong> spaces</td>
</tr>
<tr>
<td>Restaurant 25,000 sq. ft.</td>
<td>None</td>
<td>3 <strong>Class Two</strong> space</td>
</tr>
<tr>
<td>Medical Clinic (out patient) 10,000 sq. ft.</td>
<td>3 Class one or two spaces of any combination</td>
<td>2 <strong>Class One</strong> spaces and 4 <strong>Class Two</strong></td>
</tr>
<tr>
<td>Office (100,000 Sq. ft.)</td>
<td>12 Class one or two spaces of any combination</td>
<td>20 <strong>Class one</strong> spaces and 2 <strong>Class Two</strong> spaces</td>
</tr>
<tr>
<td>Office (1,000,000 Sq. ft.)</td>
<td>12 Class one or two spaces of any combination</td>
<td>200 <strong>Class One</strong> Spaces and 22 <strong>Class Two</strong> Spaces</td>
</tr>
</tbody>
</table>
Location Preferences

Sidewalk entrance

Lobby Area

Sidewalk entrance
Bike Parking Fund

In lieu fee option for Class 2 spaces administered by SFMTA
Waivers and Variance

• Alternative locations for Class 1
• Temporary exemptions of City-owned and leased
• No variance for quantity of bicycle parking when car parking exists
@sfplanning Yes, we need MORE! #bikesf @SFUrbanist