

San Francisco

DECODED

1.5 OFF-STREET PARKING AND LOADING

§ 155.1. BICYCLE PARKING: DEFINITIONS AND STANDARDS

§ 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.

§ (/1.5/155.1/#a)

” **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 anyplace 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.

§ (/1.5/155.1/#b)

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 foot yard obstruction described in Section 136(c)(23) of this Code. Class 1 bicycle parking spaces shall be located:

§ (/1.5/155.1/#1)

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.

§ (/1.5/155.1/#A).

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.

§ (/1.5/155.1/#B).

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.

§ (/1.5/155.1/#C).

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:

§ (/1.5/155.1/#2).

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.

§ (/1.5/155.1/#A).

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.

§ (/1.5/155.1/#B).

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.

§ (/1.5/155.1/#C).

3.

All Bicycle Parking Spaces.

~~§~~(/1.5/155.1/#3).

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:

~~§~~(/1.5/155.1/#A).

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.

~~§~~(/1.5/155.1/#i).

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.

~~§~~(/1.5/155.1/#ii).

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.

~~§~~(/1.5/155.1/#B).

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.

§ (/1.5/155.1/#c)

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.

§ (/1.5/155.1/#1)

2.

Class 2 spaces shall meet the following design standards:

§ (/1.5/155.1/#2)


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.

§ (/1.5/155.1/#A)


B.

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

 (/1.5/155.1/#B).


C.

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

 (/1.5/155.1/#C).


D.

Bicycle parking spaces may not interfere with pedestrian circulation.

 (/1.5/155.1/#D).


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:

 (/1.5/155.1/#3).

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

 (/1.5/155.1/#A).

B.

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

§ (/1.5/155.1/#B)

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.

§ (/1.5/155.1/#C)

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.

§ (/1.5/155.1/#4)

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:

§ (/1.5/155.1/#d)

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;

~~§~~ (/1.5/155.1/#1)

2.

Existing buildings not subject to any bicycle parking requirements; or

~~§~~ (/1.5/155.1/#2)

3.

New Buildings subject to Section 155.2(a)(1).

~~§~~ (/1.5/155.1/#3)

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.

~~§~~ (/1.5/155.1/#e)

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.

~~§~~ (/1.5/155.1/#1)

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.

§ (/1.5/155.1/#2)

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.

§ (/1.5/155.1/#3)

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.

§ (/1.5/155.1/#4)

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:

§ (/1.5/155.1/#f)

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.

§ (/1.5/155.1/#A)

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.

§ (/1.5/155.1/#B)

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.

§ (/1.5/155.1/#C)

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.

§ (/1.5/155.1/#D)

History

(Added by Ord. 183-13 , File No. 130528, App. 8/7/2013, Eff. 9/6/2013)

(Former Sec. 155.1 added by Ord. 31-96, App. 1/11/96; amended by Ord. 343-98, App. 11/19/98; Ord. 187-09, File No. 090867, App. 8/12/2009; Ord. 173-12, File No. 120471, App. 8/2/2012, Eff. 9/1/2012; repealed by Ord. 183-13 , File No. 130528, App. 8/7/2013, Eff. 9/6/2013)

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