

BEFORE THE COUNCIL OF THE CITY OF SAN MATEO IN THE
COUNCIL CHAMBERS, 330 WEST 20TH AVENUE

ORDINANCE INTRODUCED: October 17, 2011 . . .
ORDINANCE ADOPTION TO BE CONSIDERED AT 7 P.M. November 7, 2011

ORDINANCE NO. 2011-10

AMENDING SECTION 11.56.100, "RIDING -- ON ROADWAY OR SIDEWALK,"
OF CHAPTER 11.56 "BICYCLES," OF TITLE 11, "VEHICLES AND TRAFFIC,"
AND SECTION 27.04.058, "BICYCLE PARKING FACILITY," OF
CHAPTER 27.04, "DEFINITIONS," AND SECTION 27.64.080,
"USE OF PARKING AND GARAGE FACILITIES," AND
SECTION 27.64.262, "BICYCLE PARKING FACILITIES," OF
CHAPTER 27.64, "OFF-STREET PARKING," OF TITLE 27, "ZONING" OF
THE SAN MATEO MUNICIPAL CODE
TO IMPLEMENT THE BICYCLE MASTER PLAN

WHEREAS, the Department of Public Works identified a need for a Citywide Bicycle
Master Plan (the "Plan") in 2009; and

WHEREAS, the City's General Plan "Vision 2030," adopted in October 2010, includes
a policy calling for the preparation of the Plan to outline strategies for improving bicycling
conditions in the City while raising the profile of bicycling as a mode of transportation; and

WHEREAS, the purpose of the Plan is to document the existing bicycle facilities in the
City to analyze potential connectivity opportunities towards providing a complete east-west and
north-south bicycle network; and

WHEREAS, the City contracted with an outside consultant to begin the planning efforts
to develop the Plan which was to be developed with extensive input from the community; and

WHEREAS, the development of the Plan also involved diligent efforts of the Public
Works Commission, the Planning Commission, the Bicycle Plan Steering Committee and
residents interested in improving the bicycle environment in the City; and

WHEREAS, the Plan supports the City's goals of the General Plan and the Sustainable
Initiatives Plan by creating an environment and programs that support bicycling for
transportation and recreation, encourage fewer trips by car and support active lifestyles, and
other plans and policies adopted by the city; and

WHEREAS, the Plan provides guidance for future development of bicycle facilities and
programs; and

WHEREAS, as detailed in the accompanying administrative report, the Plan is
comprised of nine chapters and requires amendments to the General Plan, the Municipal Code,
and the Zoning Code; and

ORIGINAL

WHEREAS, the Planning Commission reviewed the Plan and the related Mitigated Negative Declaration and Zoning Code and General Plan amendments at its meeting on September 13, 2011, and adopted Resolution 2011-3 (3-0 vote) recommending that the City Council adopt:

- the Mitigated Negative Declaration
- the amendment to the General Plan
- ordinance amending the City's Zoning Code
- the Bicycle Master Plan (as modified by the Commission)

WHEREAS, the Public Works Commission reviewed the Plan and the related Mitigated Negative Declaration at its meeting on September 14, 2011, and voted unanimously (5-0) to recommend both documents to the City Council for adoption; concurrently with the introduction of this Ordinance; and

WHEREAS, in order to implement the Bicycle Master Plan, various sections of the San Mateo Municipal Code require amendment; and

WHEREAS, public notice was provided pursuant to Government Code section 65090; and

WHEREAS, the City Council held a public hearing on October 17, 2011, at which the Council received and considered written and oral evidence; and

NOW, THEREFORE, THE SAN MATEO CITY COUNCIL HEREBY ORDAINS THAT:

Section 1. Section 11.56.100, "Riding – On Roadway or Sidewalk," of Chapter 11.56, "Bicycles," of Title 11, "Vehicles and Traffic," of the San Mateo Municipal Code is amended to read:

11.56.100 RIDING – ON ROADWAY OR SIDEWALK.

(a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at the time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- (1) When overtaking and passing a vehicle proceeding in the same direction.
- (2) When preparing for a left turn at an intersection or into a private road or driveway.
- (3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of California Vehicle Code section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

(c) It is unlawful for any person to ride or operate a bicycle, motor driven cycle or motor scooter upon any sidewalk or upon any overhead pedestrian crossing over any street, roadway, state highway or state freeway that is signed for pedestrian use only within the city.

Section 2. Section 27.04.058, "Bicycle Parking Facility," of Chapter 27.04, "Definitions," of Title 27, "Zoning," of the San Mateo Municipal Code is amended to read:

27.04.058 BICYCLE PARKING FACILITY. "Bicycle parking facility" means a space with dimensions of not less than nine feet by eighteen feet, exclusive of access drives, aisles or ramps exclusively for the storage of bicycles and motorbikes, which is provided with means for physically securing such vehicles thereon.

Section 3. Section 27.64.080, "Use of Parking and Garage Facilities," of Chapter 27.64, "Off-Street Parking," of Title 27, "Zoning," of the San Mateo Municipal Code is amended to read:

27.64.080 USE OF PARKING AND GARAGE FACILITIES. Off-street assigned parking and garage facilities accessory to residential use and developed in any residential district in accordance with the requirements of this Chapter shall be used solely for the storage of passenger automobiles or bicycles in-lieu of a vehicle, owned by occupants of the dwelling structures to which such facilities are accessory or by guests of said occupants. Under no circumstances shall required parking and garage facilities accessory to residential structures be used for the storage of commercial vehicles or for the parking of automobiles belonging to the employees, owners, tenants, visitors or customers of business or manufacturing establishments.

Section 4. Section 27.64.262, "Bicycle Parking Facilities," of Chapter 27.64, "Off-Street Parking," of Title 27, "Zoning," of the San Mateo Municipal Code is amended to read:

27.64.262 BICYCLE PARKING FACILITIES. These bicycle parking requirements shall apply to the indicated activities as specified below.

(a) Bicycle Parking Required for New and Existing Uses. Bicycle parking shall be provided for new development projects, additions to existing buildings, and new living units in existing buildings. Bicycle parking as prescribed hereafter shall be provided for activities occupying buildings, or portions of, which are constructed, established, wholly reconstructed, or moved onto a new lot, except to the extent that existing bicycle parking exceeds such requirements for any existing facilities. The required amount of new bicycle parking shall be based on the cumulative increase in floor area, or other applicable unit of measurement prescribed hereafter. If an existing building is altered or changed in occupancy so as to result in an increase in the number of residential living units, bicycle parking shall be provided for the new units.

(b) More than one activity on a lot. Whenever a single lot contains different activities with the same bicycle parking requirement, the overall bicycle parking requirement shall be based on the sum of all such activities. Whenever a single lot contains activities with different bicycle parking requirements, the overall requirement shall be the sum of the requirements for each activity calculated separately.

(c) Determination by Zoning Administrator. For uses not listed in the schedules of bicycle parking requirements, bicycle parking spaces shall be provided on the same basis as required for the most similar listed use, or as determined by the zoning administrator.

(d) Standards for Required Bicycle Parking.

(1) Types of required bicycle parking.

(A) Long-term bicycle parking. Each long-term bicycle parking space shall consist of a locker or locked enclosure, such as a secure room or controlled access area, providing protection for each bicycle from theft, vandalism and weather. Long-term bicycle parking is meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours.

(B) Short-term bicycle parking. Short-term bicycle parking shall consist of a bicycle rack or racks and is meant to accommodate visitors, customers, messengers, and others expected to park not more than two hours.

(2) Minimum specifications for required bicycle parking.

(A) All bicycle parking facilities shall be dedicated for the exclusive use of bicycle parking and shall not be intended for the use of motorized two-wheeled or similar vehicles.

(B) All required short-term bicycle parking spaces shall permit the locking of the bicycle frame and one wheel with a U-type lock, support the bicycle in a stable position without damage to wheels, frame, or components, and provide two points of contact with the bicycle's frame. Art racks are subject to review by the zoning administrator.

(C) All required long-term bicycle parking spaces, with the exception of bicycle lockers, shall permit the locking of the bicycle frame and one wheel with a U-type lock and support the bicycle in a stable position without damage to wheels, frame, or components.

(D) Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.

(E) The overall design and spacing of such facilities shall meet the standards of subsection (3) below.

(3) Location and design of required bicycle parking. Required bicycle parking shall be placed on site(s) as set forth below:

(A) A bicycle parking space shall be at least two and a half (2.5) feet in width by six (6) feet in length to allow sufficient space between parked bicycles.

(B) Bicycle parking facilities shall not impede pedestrian or vehicular circulation.

(1) Bicycle parking racks located on sidewalks should be kept clear of the pedestrian through zone.

(C) Bicycle parking facilities are subject to the following standards:

(1) Racks shall be located with at least thirty (30) inches clearance in all directions from any vertical obstruction, including but not limited to other racks, walls, and landscaping. Large retail uses, supermarkets, and grocery stores are encouraged to locate racks with a thirty-six (36) inch clearance in all directions from any vertical obstruction, including but not limited to other racks, walls, and landscaping.

(2) A minimum four (4) foot aisle shall be provided to allow for unobstructed access to the designated bicycle parking area.

(D) Bicycle parking facilities within auto parking facilities shall be protected from damage by cars by a physical barrier such as curbs, wheel stops, poles, bollards, or other similar features capable of preventing automobiles from entering the designated bicycle parking area.

(E) Short-term bicycle parking facilities serving community activity centers such as libraries and community centers should incorporate weather-protective enclosures shielding the designated bicycle area from typical inclement weather when feasible.

(F) Bicycle parking facilities shall be located in highly visible well-lighted areas. In order to maximize security, whenever possible short-term bicycle parking facilities shall be located in areas highly visible from the street and from the interior of the building they serve (i.e. placed adjacent to windows).

(G) The location and design of required bicycle parking shall be of a quality, character and color that harmonize with adjoining land uses. Required bicycle parking shall be incorporated whenever possible into building design or street furniture.

(H) Long-term bicycle parking shall be covered and shall be located on site or within two hundred (200) feet of the main building entrance. The main building entrance excludes garage entrances, trash room entrances, and other building entrances that are not publicly accessible.

(I) Short-term bicycle parking must be along project frontage and within fifty (50) feet of the main entrance to the building or commercial use or up to one-hundred (100) feet where existing conditions do not allow placement within fifty (50) feet. It should be in a well trafficked location visible from the entrance. When the main entrance fronts the sidewalk, the installer must apply for an encroachment permit from the City to install the bicycle parking in the public right-of-way. The main building entrance excludes garage entrances, trash room entrances, and other building entrances that are not publicly accessible.

(J) If required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the bicycle parking.

(e) Minimum number of required bicycle parking spaces. The rules for calculating the minimum number of bicycle parking spaces are:

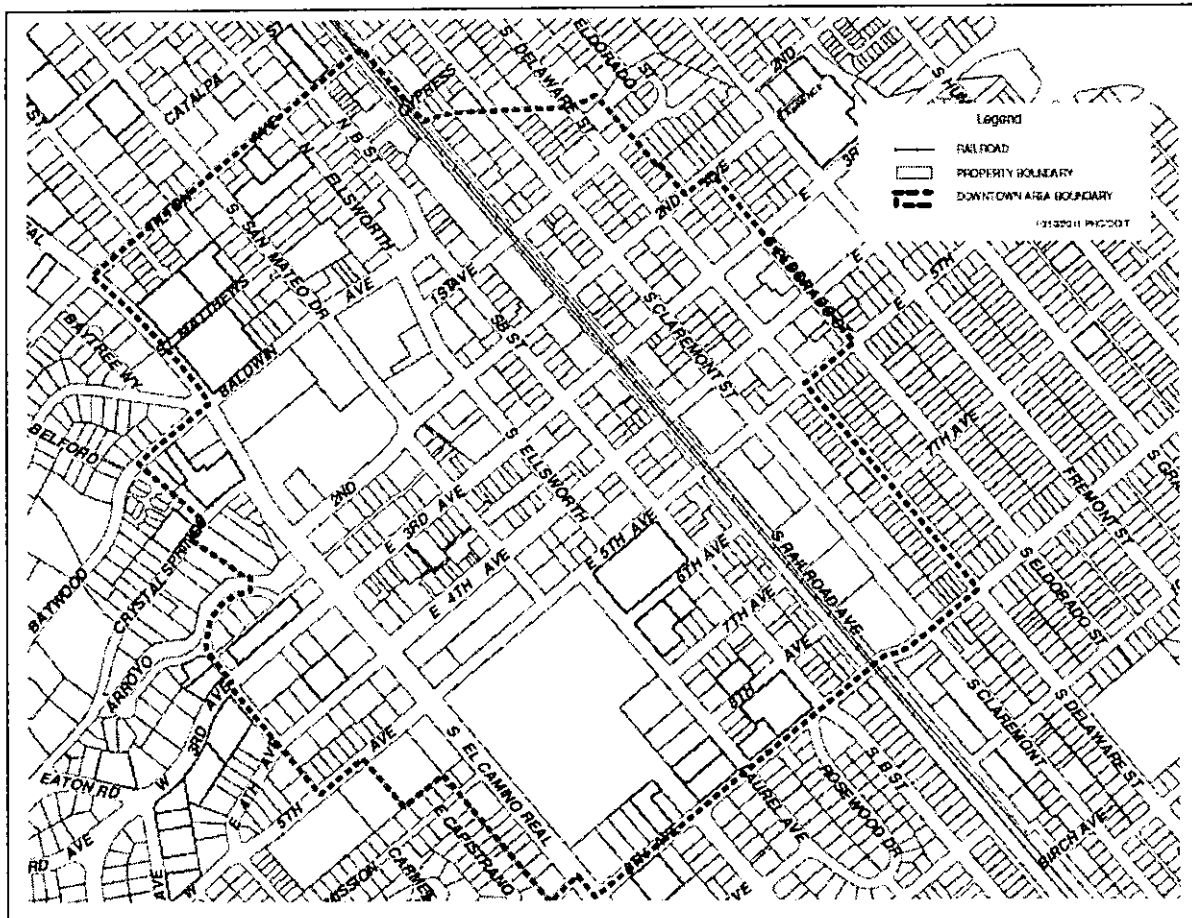
(1) If after calculating the number of required bicycle parking spaces a quotient is obtained containing a fraction of one-half or more, an additional space shall be required; if such fraction is less than one-half it may be disregarded.

(2) When the bicycle parking requirement is based on number of employees or number of students, the number of spaces shall be based on the number of working persons on the lot during the largest shift of the peak season or the highest expected student capacity. If the Zoning Administrator determines that this number is difficult to verify for a specific facility, then the number of required long-term bicycle parking spaces shall be a minimum of two spaces or five percent of the amount of required automobile spaces for the proposed facility, whichever is greater.

(3) When the bicycle parking requirement is based on number of seats, in the case of pews or similar facilities each eighteen (18) inches shall be counted as one seat.

(4) The calculation of short-term bicycle parking may include existing racks that are in the public right-of-way and are within 100 feet of the main entrance.

(f) Bicycle Parking Rates. Required bicycle parking rates vary depending on whether the associated land use is located within or outside the Downtown Area as shown below:



(1) Downtown Area

(A) Minimum Parking Requirements. Where a parcel of real property is located within the Downtown Area, new projects to be located on said parcel shall meet the bicycle parking requirements as follows:

MINIMUM BICYCLE PARKING STALLS REQUIRED

Downtown Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
(A) Hotels, excluding accessory restaurants and bars	1 per 20 units	1 per 20 employees
(B) Indoor Theatres and Cinemas		
Weekly matinees	1 per 20 fixed seats	1 per 40 fixed seats
Weekend matinees and evenings	1 per 20 fixed seats	1 per 40 fixed seats
(C) Offices		
Financial	1 per 20,000 s.f.	1 per 10,000 s.f.
General	1 per 20,000 s.f.	1 per 10,000 s.f.
Medical	1 per 20,000 s.f.	1 per 10,000 s.f.
(D) Residential uses (within the Retail Core Subarea as defined in the Downtown Specific Plan)		
Studio	0.05 per unit	1.0 per unit
1 bedroom	0.05 per unit	1.0 per unit
2 bedrooms	0.10 per unit	1.25 per unit
3 or more bedrooms	0.15 per unit	1.5 per unit
(E) Restaurants and bars, excluding fast food restaurants	1 per 5,000 s.f.	1 per 12,000 s.f.
(F) Retail stores	1 per 2,000 s.f.	1 per 12,000 s.f.
(G) Services	1 per 10,000 s.f.	1 per 20,000 s.f.
(H) Fast food, drive-in, drive-thru, and take-out restaurants	1 per 10,000 s.f.	1 per 20,000 s.f.

(2) Outside Downtown Area.

(A) Minimum Parking Requirements. For the following uses on property located outside the Downtown Area, bicycle parking stalls shall be provided as listed below. Bicycle parking stalls required on an employee basis shall be based on the maximum number of employees on duty, or residing, or both, on the premises at any one time.

MINIMUM BICYCLE PARKING STALLS REQUIRED

Outside Downtown Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
1. Residential Uses:		
a. Single Family Dwelling (Detached with private garage. If includes shared garage, bicycle parking requirements for Multiple Family Dwelling shall apply.)	No spaces required	No spaces required
Under 3,000 sq. ft. of floor area*	No spaces required	No spaces required
3,000 - 3,749 sq. ft. of floor area*	No spaces required	No spaces required
3,750 sq. ft. of floor area* and above	No spaces required	No spaces required
b. Secondary Unit	No spaces required	No spaces required
c. Multiple Family Dwelling (two-family, townhouse, condominium, apartments and apartment hotels)		
Studio	0.05 per unit	1.0 per unit
One-bedroom	0.05 per unit	1.0 per unit
Two-bedroom	0.10 per unit	1.25 per unit
Three or more bedroom (or any dwelling unit over 1,400 square feet in floor area)	0.15 per unit	1.5 per unit
* Excluding enclosed parking facilities, uninhabitable accessory structures and covered patios.		
2. Commercial Shopping Centers:		
a. Community Shopping Center	1 per 5,000 s.f.	1 per 12,000 s.f.
b. Regional Shopping Center	1 per 10,000 s.f.	1 per 20,000 s.f.
Note: The above requirements will apply for all commercial shopping centers in the city; however, whenever the zoning administrator determines that delineation of independent uses is required, the following standards shall apply:		
3. Commercial, Retail, and Service Uses:		
a. Automobile service and gas stations (see Section 27.64.185)	2 spaces	Min. of 1 space
b. Automobile washing and cleaning establishments, except self-service.	None	Min. of 2 spaces
c. Barber shops or beauty parlors	1 per 2,000 s.f.	1 per 12,000 s.f.
d. Buildings used solely for coin-operated laundromats	1 per 2,000 s.f.	1 per 5,000 s.f.
e. Cemeteries, mausoleums, and columbaria	0.05 per acre	0.05 per acre
f. Contractors' storage yards in connection with contractor's business; salvage yard; junk yard; automobile wrecking yard; storage yard	No spaces required	No spaces required
g. Dry cleaners	1 per 2,000 s.f.	1 per 12,000 s.f.
h. Home improvement centers	1 per 10,000 s.f.	1 per 20,000 s.f.

Outside Downtown Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
i. Retail stores, food stores, and drugstores	1 per 2,000 s.f.	1 per 12,000 s.f.
j. Self-service automobile washes	No spaces required	No spaces required
4. Commercial and Public Recreation Uses:		
a. Public Parks [Public parks are considered a single lot with different activities. Rates shall be a sum of activities as described in 27.64.262 (c)].		
1. Parks of any size.	1 per acre	No spaces required
a) Sports courts (e.g., tennis, bocci ball and basketball)	1 per court	No spaces required
b) Ball fields (e.g., soccer and softball)	1 per acre	No spaces required
d) Group picnic areas	2 spaces per picnic table or per 10 seats	No spaces required
e) Passive useable turf whose primary purpose is for informal play, family picnics or relaxation and play/courtyards. (Excludes areas that are less than 5,000 square feet.)	1 per 20,000 s.f.	No spaces required
f) Play areas (children)	1 per acre	No spaces required
g) Recreation center	1 per 5,000 s.f.	1 per 20,000 s.f.
b. Health studios and spas	1 per 2,000 s.f.	1 per 20,000 s.f.
c. Dance Studio	1 per 2,000 s.f.	1 per 12,000 s.f.
5. Educational Uses:		
a. Colleges, universities, and institutions of higher learning, parochial and private	1 for every 10 students of planned capacity	1 per 10 employees
b. Day nurseries, including preschools and nursery schools	1 per 20 students	1 per 20 employees
c. Elementary and junior high schools	1 per 20 students	1 per 10 employees
d. Senior high schools	1 per 20 students	1 per 10 employees
e. Trade schools, business colleges, and commercial schools	1 per 20 students	1 per 10 employees
6. Health Uses:		
a. Dental clinics or offices; medical clinics or offices	1 per 5,000 s.f.	1 per 12,000 s.f.
b. Health centers, government operated	1 per 5,000 s.f.	1 per 12,000 s.f.
c. Hospitals	1 per 20,000 s.f.	1 per 20 employees or 70,000 s.f., whichever fewer
d. Veterinary hospitals & clinics	1 per 5,000 s.f.	1 per 12,000 s.f.
7. Office, Professional Uses:		
a. Commercial banks, savings and loan office, other financial institutions, including stock brokerages	1 per 2,000 s.f.	1 per 12,000 s.f.
b. Offices	1 per 20,000 s.f.	1 per 10,000 s.f.
8. Manufacturing Plants and Kindred Uses:		

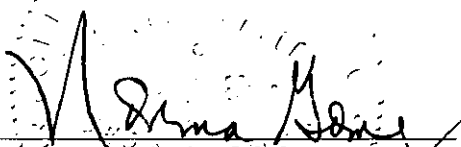
Outside Downtown Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
a. Wholesale establishments, warehouses, storage buildings, or structures	1 per 5,000 s.f.	1 per 20,000 s.f.
9. Places of Assembly:		
a. Fast food, drive-in, drive-thru, and take-out restaurants	1 per 10,000 s.f.	1 per 20,000 s.f.
b. Libraries, art galleries and museums; Public	1 per 10,000 s.f.	1 per 20,000 s.f.
c. Restaurants, taverns, lounges, and other establishments for the sale and consumption on the premises of food and beverages	1 per 10,000 s.f.	1 per 20,000 s.f.
d. Theaters (indoor)	1 per 40 fixed seats	1 per 80 fixed seats

Section 5. ENVIRONMENTAL REVIEW. The City has prepared an Initial Study and Mitigated Negative Declaration, which identifies and discusses potential environmental impacts of the Bicycle Master Plan and associated Municipal Code amendments and proposes mitigation measures to be incorporated in the project to eliminate any potentially significant impacts. All potential significant effects will be mitigated and there is no substantial evidence that the project, as revised, will have a significant effect on the environment.

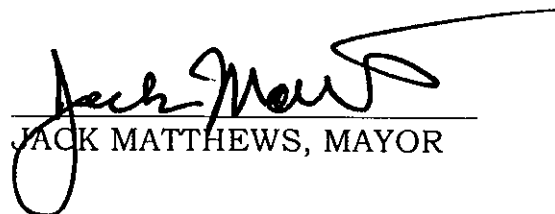
Section 6. SEVERABILITY. In the event any section, clause or provision of this Ordinance shall be determined invalid or unconstitutional, such section, clause or provision shall be deemed severable and all other sections or portions hereof shall remain in full force and effect. It is the intent of the City Council that it would have adopted all other portions of this Ordinance irrespective of any such portion declared to be invalid or unconstitutional.

Section 7. PUBLICATION. This Ordinance shall be published in summary in the Examiner Peninsula Edition, posted in the City Clerk's Office, and posted on the City's website, all in accord with Section 2.15 of the Charter and shall be effective 30 days after the date of adoption.

ATTEST:



 NORMA GOMEZ, CITY CLERK



 JACK MATTHEWS, MAYOR

Ordinance No. 2011-10 introduced on October 17, 2011 and adopted on November 7, 2011 by the City Council of the City of San Mateo, California, at a regular meeting held on November 7, 2011, by the following vote of the Council:

AYES: Council Members LIM, LEE, GROTT, ROSS
and MATTHEWS

NOES: NONE

ABSENT: NONE

(SEAL) /s/ NORMA GOMEZ, City Clerk