

LAND USE FINDINGS - Amended by City Planning Commission 3-9-17

The City Planning Department recommends that the City Planning Commission, in accordance with Charter Section 558, find:

1. In accordance with Charter Section 556, the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent and provisions of the General Plan in that it is in substantial conformance with the purposes, intent, and provisions of the Mobility Plan 2035, which serves as the Mobility Element of the City's General Plan. The proposed ordinance (Appendix A) addresses and supports Mobility Plan 2035 policy 3.1 Access for All by recognizing bicycling as an integral component of the city's transportation system and refining regulations to ensure that adequate bicycle parking is provided in new and enlarged buildings; policy 3.8 Bicycle Parking by refining regulations to ensure that bicycle parking is secure, convenient and well-maintained; 4.8 Transportation Demand Management Strategies by refining regulations designed to encourage bicycle trips and reduce dependence on single-occupancy vehicles, particularly through expanding the range of projects eligible to replace greater amounts of automobile parking with bicycle parking; 4.13 Parking and Land Use Management by expanding the range of projects eligible to replace greater amounts of automobile parking with bicycle parking, thus balancing off-street parking supply with the transportation objective of encouraging bicycle trips; 5.1 Sustainable Transportation by encouraging bicycling as part of a sustainable transportation system that promotes environmental and public health; and 5.2 Vehicle Miles Traveled by offering bicycling as a more attractive alternative to driving through the provision of convenient and secure bicycle parking along with reduced automobile parking.

2. In accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will be in conformity with public necessity, convenience, general welfare and good zoning practice in that it will provide bicycle parking and increased access for bicyclists in most new developments and additions, and will enact refinements to existing regulations that afford builders of new and enlarged buildings more flexibility in providing bicycle parking to their building occupants.

Providing bicycle parking facilities and expanding the range of projects eligible for greater replacement of automobile parking will encourage bicycling as an alternative to the private automobile, which addresses issues 8.1 and 8.2 of the General Plan Framework that state, "Transportation policy needs to ensure that basic accessibility needs are met," and "These strategies require significant investments in rail and bus transit, as well as public policies to encourage shifts away from the single-occupant automobile to other choices." In accordance with the City Planning Commission policy, "Do Real Planning", the proposed ordinance (Appendix A) is in substantial conformance with the intent and purpose of item 12 to revisit our "one size fits all" suburban parking standards, the proposed ordinance (Appendix A) allows for the substitution of a limited amount of automobile parking for bicycle parking and introduces greater flexibility in the location and design of bicycle parking. This allowance will give business owners flexibility when undergoing a change of use where limited space is available for automobile parking.

Likewise, this allowance will give developers a limited amount of flexibility when designing new green buildings that are “health conscious and environmentally friendly” which is in conformance with item 7 “Produce green buildings.”

ENVIRONMENTAL FINDING

In accordance with the California Environmental Quality Act (CEQA), an Addendum to the Negative Declaration published on February 10, 2011 has been prepared. Providing bicycle parking supports environmental goals by encouraging bicycling and shifting trips away from automobiles. On all measures the proposed ordinance (Appendix A) will have either no impact or a less than significant effect on the environment.