



## 9.2 Bicycle Parking Standards

The intent of this Part is to provide an adequate quantity of bicycle parking facilities in proportion to the need created by each land use. These regulations are further intended to provide durable bicycle parking facilities that provide good support of the bicycle frame.

### 9.2.1 Relationship to the Comprehensive Plan

The bicycle parking standards prescribed by this Part are intended to implement the following Cornerstone 2020 Comprehensive Plan Goals and Plan Elements.

| Goals                     | Plan Elements |
|---------------------------|---------------|
| Mobility Strategy Goal I7 | Guideline 9   |

### 9.2.2 Applicability

The requirements of this Part shall apply to all bicycle parking devices/facilities in all Form Districts, whether required by this Land Development Code or created for the convenience of property owners or users. No permanent certificate of occupancy shall be provided unless and until the appropriate bicycle parking facilities are provided in compliance with this Part.

**NOTE:**

*Temporary C.O. (Certificate of Occupancy) could be issued, to avoid costly delays for new developments in the process of installing bicycle facilities.*

### 9.2.3 Parking Device Type and Location Requirements

The type of bicycle parking facility, method of installation, and location of the device must be in accordance with the Bicycle Parking Facility Design Manual found in Appendix 9A. Any deviations from this Manual must be approved by the Director of Public Works. Whenever the device will be placed in the public right-of-way, the Public Works Department must approve the location.

### 9.2.4 Signage Requirements

Instructional signs are required unless the design of the parking device is so common or straightforward that its mode of use is self-evident. Directional signs are required if the parking locations are not easily visible when approaching the area. Directional signs that will be placed within the public right-of-way must conform to the Manual of Uniform Traffic Control Devices and be approved by the Public Works Department.

### 9.2.5 Parking Space Requirements

- A. **Calculating Space Requirements.** The requirements listed in Table 9.2.1 pertain to the **number of spaces** for bicycle parking. One bicycle parking rack may have room for several parking spaces. Where an option is provided, whichever results in the greatest number of spaces is the minimum required. For land uses not specifically mentioned in the table, requirements will be determined based on the most similar use listed, except that single family and multi-family residential dwellings are exempt from bicycle parking requirements.
- B. **Parking Requirements for Additions to Existing Structures/ Uses.** The standards in Table 9.2.1 shall apply when any existing use or structure is proposed for an addition or expansion that increases the unit(s) of measurement (such as number of dwelling units, gross floor area, seating capacity, or number of employees) used for computing the required parking facilities for that use. When a lawful building or use not meeting the requirements for bicycle parking is increased in gross floor area by fifty (50) percent or less, then only the addition shall be required to meet the standards of this Part. The existing building or use is not required to come into compliance with the standards of this Part. When a lawful building or use not meeting the requirements for bicycle parking is increased in gross floor area by more than fifty (50) percent, then both the existing building or use and the addition shall be required to meet the standards of this Part. This provision shall be cumulative and shall apply to any single or group of successive increases that occur after the effective date of this Part.
- C. **Reduction or Waiver Requirements.** The Planning Director, upon consultation with the Director of Public Works and the Director of Building Permits, is authorized to reduce or waive the bicycle parking space requirements if there are extraordinary circumstances related to land use, adjacent road network and bicycle accessibility, availability of bicycle parking off the premises, or other mitigating circumstances.
- D. **Short-term and Long-term Parking.** Public bicycle parking facilities within the same block face, or within 400 feet of the main entrance for a business within a shopping center, may satisfy short-term parking requirements. Secured storage facilities with ample room and accessibility for bicycles may satisfy long-term parking requirements. While Table 9.2.1 divides the parking space requirements into long-term and short-term requirements, any bicycle parking facility that is approved in the Bicycle Parking Design Manual or specifically approved by the Public Works

Department can be used to satisfy either long-term or short-term requirements. However, for maximum utilization of the parking facilities, it is recommended that the long-term parking spaces be secure and suitable for all-day parking.

**NOTE:**

**Short-term Parking** - Short-term parking is mainly for visitors and customers. Some short-term bicycle racks have spaces for several bicycles.

**Long-term Parking** - Long-term parking is for all-day users. They can be bicycle lockers, “bike banks,” bicycle racks in enclosed areas, or space within a building where workers may park a bicycle for the day . Many long-term parking facilities have space for only one bicycle.

Refer to the Bicycle Parking Design Manual, in the Appendix, for illustrations of acceptable bike parking facilities.

**Table 9.2.1: Bicycle Parking Requirements by Land Use**

| Use Category                                      | Specific Use                               | Required Long-term Parking Spaces                  | Required Short-term Parking Spaces                 |
|---|--|--|--|
| Residential                                       | Boarding Houses                            | 2, or 1 per ten sleeping rooms                     | None   |
|   | Hotels, motels                             | 2, or 1 per 50 employees                           |  |
| Commercial / Industrial                           | Retail sales, service operations*          | 2, or 1 per 50,000 square feet of gross floor area | 2, or 1 per 25,000 square feet of gross floor area |
|   | Office buildings**                         |  | 2, or 1 per 50,000 square feet of gross floor area |
|   | Museums, libraries                         | 2, or 1 per 50 employees                           | 4, or 1 per 25,000 square feet of gross floor area |
|   | Movie theaters                             |  | 4, or 1 per 50 seats                               |
|   | Restaurants, ice cream shops, coffee shops |  | 4, or 1 per 25,000 square feet of gross floor area |
|   | Recreation centers                         |  |  |
| Major event entertainment (e.g. Stadiums, arenas) | 8, or 1 per 500 seats                      |  |  |

| Use Category  | Specific Use               | Required Long-term Parking Spaces | Required Short-term Parking Spaces                 |
|---------------|----------------------------|-----------------------------------|--|
|               | Manufacturing              |                                   | None   |
|               | Warehousing                |                                   |  |
| Institutional | Medical centers            |                                   | 2, or 1 per 25,000 square feet of gross floor area |
|               | Transit park and ride lots | 1 per 50 daily boardings          | None   |

\* Retail businesses below 3,000 square feet of gross floor area are exempt from bicycle parking requirements.

\*\* Office buildings below 10,000 square feet of gross floor area are exempt from bicycle parking requirements.