

**429 BICYCLE PARKING**

**429-1 Intent and Purpose**

The intent of this Section is to identify those bicycle parking requirements that are necessary to ensure that safe and convenient bicycle parking is available at all new urban development inside the UGB as identified in Subsection 429-2.

**429-2 Applicability**

The following bicycle parking standards shall apply in all urban districts for the following uses:

- A. Multi-family development of four units or more;
- B. Retail development;
- C. Office development;
- D. Institutional development;
- E. Industrial development;
- F. Transit centers; and
- G. Park and ride lots.

**429-3 General Bicycle Parking Criteria**

- 429-3.1 Bicycle parking requirements shall be provided in amounts specified for the particular use;
- 429-3.2 Requirements for a use not mentioned shall be the same as the most similar mentioned use, as determined by the Review Authority;
- 429-3.3 Required bicycle parking spaces shall be available for use by residents, guests, customers, patrons and employees only and shall not be rented, leased or assigned to any other person or organization. No parking of bicycles that are not associated with the legal use of the premises shall be permitted in the required parking areas. Bicycle parking spaces may only be rented or leased where required motor vehicle parking is rented or leased or at Transit Centers and Park and Ride lots.

**429-4 General Requirements**

- 429-4.1 Proper maintenance of bicycle parking facilities shall be a continuing obligation of the property owner.
- 429-4.2 In case of enlargement of a building or a change in the use of a building, the number of parking spaces required shall be based on floor area or capacity of the entire use of the building. If the building is part of a larger existing use with multiple buildings, only the subject building shall meet the parking requirements.

429-4.3 In the event several uses occupy a single structure or parcel of land, the total requirements for bicycle parking shall be the sum of the requirements of the several uses computed separately.

429-4.4 All applications for a development permit shall include a plot plan drawn to scale, showing the bicycle parking facilities to be provided. The required plot plan shall include but not be limited to:

- A. Location of short-term and long-term bicycle parking facilities;
- B. Bicycle parking access to the public right-of-way, existing and proposed bikeways, and well-used building entrances;
- C. Circulation area necessary to serve bicycle parking facilities;
- D. Bicycle parking facility design;
- E. Bicycle parking space dimensions;
- F. Bicycle parking signing; and
- G. Bicycle parking lighting;

#### **429-5 Definitions**

As used in this Section, the words listed below have the following meaning:

- A. Short-term bicycle parking Bicycle parking intended to accommodate visitors, customers, messengers, and other persons that can be expected to depart within two hours.
- B. Long-term bicycle parking Bicycle parking intended for employees, residents, commuters, and other persons that can be expected to leave their bicycle parked more than two hours.
- C. Gross floor area The total square footage of a building.
- D. Bikeway A bikeway is any road, path or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes. This includes a shared roadway, shoulder bikeway, bike lane, or bike path.
- E. Well used entrance For short-term bicycle parking, a well used entrance to a building is an entrance intended for use by members of the general public, such as customers, clients, and visitors. For long-term bicycle parking, an entrance is well used if it is located such that it is intended for use by those employees, commuters, or residents who intend to leave their bicycles parked more than two hours.

**429-6 Number of Bicycle Parking Spaces Required**

The minimum number of bicycle parking spaces required for long-term use is specified by land use category and shall be in accordance with Table A. The minimum number of bicycle parking spaces required for short-term use is specified by land use category and shall be in accordance with Table B.

**TABLE A**

	<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
429-6.1	Residential	
	A. Multi-family residential <sup>1</sup> without private garages.	One (1) space for each dwelling unit
	B. Retirement Center Apartments	Two (2) spaces or one (1) space for each fifty (50) employees
429-6.2	Institutional	
	A. Churches, temples, or buildings of similar use with fixed seats	Two (2) spaces
	B. Golf Course	
	(1) Open to the public, except miniature "par-3" courses	Two (2) spaces
	(2) Private golf clubs, swimming pool clubs, tennis clubs or similar use	Two (2) spaces
	C. Homes for the aged and convalescent homes	Two (2) spaces or one (1) space for each fifty (50) employees
	D. Hospitals	Two (2) spaces, or one (1) space for each fifty (50) staff or visiting doctor and each employee, including nurses, on maximum working shift
	E. Libraries, museums, and post office buildings	Two (2) spaces
	F. Passenger Terminals (bus, air or rail)	Two (2) spaces or one (1) space for each one hundred (100) employees

<sup>1</sup> Long-term parking for residential shall be enclosed and lockable so as to provide security, weather protection, and convenience to bicyclists. This may be an enclosed facility for the whole complex, individual units, or any combination thereof.

<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
G. Public office building not specified elsewhere	Two (2) spaces, or one (1) space for each one hundred (100) employees
H. Schools	
(1) Pre-school child care (day nurseries)	Two (2) spaces
(2) Elementary	Four (4) spaces per classroom
(3) Junior high or middle school	Eight (8) spaces per classroom
(4) Senior high schools	Eight (8) spaces per classroom
(5) Colleges	Four (4) spaces per classroom
I. Stadium, sports arena or similar place of assembly	Two (2) spaces, or one (1) space for each fifty (50) employees on a maximum working shift
J. Theaters and auditoriums	Two (2) spaces
K. Transit Centers/P&R Lots (2) <sup>2</sup>	Two (2) spaces or five (5) percent of auto spaces
429-6.3 Business and Commercial	
A. All business and commercial uses specified in Section 413-9.3 A. - F. and J. - N.	Two (2) spaces
B. Establishments for sale and consumption of beverages, food or refreshments on and off the premises	Two (2) spaces or one (1) space for each fifty (50) employees on maximum working shift
C. Furniture and appliances, household equipment, repair shops, showroom of plumber, decorator, electrician or similar trade, shoe repair and other similar uses	Two (2) spaces or one (1) space for each fifty (50) employees

<sup>2</sup> Long-term parking at Transit Centers and Park & Ride Lots shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or in an area where parking would be monitored by a concessionaire or parking lot attendant.

	<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
	D. Retail stores, except as otherwise specified herein	Two (2) spaces, or one (1) space for each fifty (50) employees on maximum working shift
429-6.4	Offices	Two (2) spaces or one (1) space for each fifty (50) employees
429-6.5	Industrial	
	A. Industrial Park	Two (2) spaces, or one (1) space for each one hundred (100) employees on maximum working shift
	B. Wholesale establishments	Two (2) spaces, or one (1) space for each fifty (50) employees in the largest working shift, or one (1) space for each eighty thousand (80,000) square feet of usable floor space
	C. Manufacturing	Two (2) spaces, or one (1) space for every fifty (50) employees on maximum working shift

**TABLE B**  
**MINIMUM REQUIRED SHORT-TERM BICYCLE PARKING SPACES**

	<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
429-6.6	Residential	
	A. Multi-family residential of four (4) units or more	Two (2) spaces, or one (1) space for each forty (40) dwelling units
	B. All other residential	None
429-6.7	Institutional	
	A. Churches, temples, or buildings of similar use with fixed seats	Two (2) spaces or one (1) space for each two hundred (200) seats
	B. Golf course	
	(1) Private golf clubs, swimming pool clubs, tennis clubs or similar use	Bicycle parking will be based on a parking study submitted at the time of application for the use. Bicycle parking shall be reviewed through the same procedure as required for the use.
	C. Homes for the aged and convalescent homes	Two (2) spaces or one (1) space for each two hundred (200) beds
	D. Hospitals	Two (2) spaces, or one (1) space for each one hundred (100) patient beds
	E. Libraries	Two (2) spaces, or one (1) space for each one thousand (1,000) square feet of gross floor area
	F. Museums and Post Office	Two (2) spaces
	G. Lodge halls, meeting halls and community centers or buildings of similar use without fixed seats	Two (2) spaces, or one (1) space for each two hundred (200) persons allowed by the maximum seating capacity as established by fire, building, or health codes
	H. Public office building not specified elsewhere	Two (2) spaces, or one (1) space for each twenty thousand (20,000) square feet of gross floor area

<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
I. Schools	
(1) Pre-school child care (day nurseries)	Two (2) spaces
J. Stadium, sports arena or similar place of assembly	Two (2) spaces, or one (1) space for each one hundred (100) seats or three hundred (300) feet of benches
K. Theaters and auditoriums	Two (2) spaces or one (1) space for each two hundred (200) seats
L. Parks	Bicycle parking will be based on a parking study submitted at the time of application for the use. Parking shall be reviewed through the same procedure as required for the use.
429-6.8 Business and Commercial	
A. Assembly halls, without fixed seats for commercial recreation including pools, skating rinks, and exhibition halls or buildings for similar assembly uses	Two (2) spaces or one (1) space for each two thousand (2,000) gross floor area used for permitted use
B. Beauty parlor or barber shop	Two (2) spaces
C. Bowling alleys	Two (2) spaces or one (1) space for each twelve (12) bowling lanes
D. Establishments for sale and consumption of beverages, food, or refreshments on and off the premises	Two (2) spaces or one (1) space for each five thousand (5,000) square feet of gross floor space
E. Furniture and appliances, household equipment, repair shops, showroom of plumber, decorator, electrician or similar trade, shoe repair and other similar uses	Two (2) spaces, or one (1) space for each forty thousand (40,000) square feet of gross floor space
F. Miniature or "par 3" golf course	Two (2) spaces
G. Retail stores, except as otherwise specified herein	Two (2) spaces or one (1) space for each five thousand (5,000) square feet of gross floor space

	<b>USE</b>	<b>MINIMUM NUMBER OF BICYCLE PARKING SPACES PER UNIT OF MEASURE (WHICHEVER IS GREATER)</b>
429-6.9	Offices	
	A. Banks	Two (2) spaces
	B. Business offices or professional offices except as indicated pursuant to Section 429-6.9 C.	Two (2) spaces or one (1) space for each fifteen thousand (15,000) square feet of gross floor area
	C. Professional offices of doctors, dentists, or similar professions	Two (2) spaces, or one (1) space for each ten thousand (10,000) square feet of gross floor area
429-6.10	Industrial	None

**429-7 Bicycle Parking Location**

## A. Short-term:

Short-term parking must be located on site and within fifty (50) feet of a well-used building entrance. In those instances where motor vehicle parking is adjacent to a use (such as a convenience market), short-term parking shall be located within thirty (30) feet from the entrance. Bicycle parking shall have direct access to public right-of-way, existing and proposed bikeways and the main entrance of the principal use. With the permission of the Director, short-term parking may be located in the public right-of-way. Where no short-term bicycle parking is required, long-term parking spaces shall be made available for short-term bicycle parking.

All other parking requirements identified in Subsections 429-7 C., 1-4 shall also be met for short-term parking.

## B. Long-term:

Long-term parking shall be located in a secure well lighted area no farther from a well-used building entrance than the nearest long-term motor vehicle parking space [with the exception of disabled parking or clustered parking allowed consistent with 429-7 C. (1)]. Bicycle parking may also be provided inside a well-marked area within a building in a secure and accessible location. Outside bicycle parking facilities shall have direct access to public right-of-way and existing and proposed bikeways. All other parking requirements identified in Subsection 429-7 C. (1 - 4) shall also be met for long-term parking.

## C. All Bicycle Parking:

- (1) On property with multiple uses, buildings, building entrances, or parking lots (such as in a commercial center or college) bicycle parking may be clustered in one or more locations. Short-term parking shall be located on site and within fifty (50) feet of a well-used building entrance for which the

parking is intended and must meet all other requirements for bicycle parking as found in Subsection 429-7 A. Long-term parking shall be located in a secure well lighted area and have direct access to public right-of-way and existing and proposed bikeways. Such parking shall be located in areas which offer security and convenience to bicyclists.

- (2) Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or a minimum of five (5) feet. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.
- (3) Bicycle parking shall not obstruct pedestrian walkways.
- (4) If a portion of motor vehicle parking spaces are protected from precipitation, the same percentage of bicycle parking spaces must be covered by an awning, eave, overhang, or other means. If a parking structure is provided for motor vehicles, bicycle parking spaces must also be provided for within the parking structure.

#### **429-8 Bicycle Parking Facility Design**

- A. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked.
- B. Bicycle racks must hold bicycles securely by means of the frame. The frame must be able to be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels. Bicycle racks shall accommodate:
  - (1) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock;
  - (2) Locking the frame and both wheels to the rack with a chain or cable not longer than six (6) feet without removal of the front wheel.
- C. Bicycle parking facilities at Transit Centers and Park & Ride Lots shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or in an area where parking would be monitored by a concessionaire or parking lot attendant.

All bicycle racks, lockers, or other facilities shall be permanently anchored to the surface of the ground or to a structure. Pavement surrounding outdoor parking facilities shall consist of a smooth, durable and well-drained surface.

#### **429-9 Bicycle Parking Space Dimensions**

Each required bicycle parking space shall be at least twenty-two (22) inches by six (6) feet and, when covered, provide a vertical clearance of seven (7) feet. An aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking. This aisle shall be at least five (5) feet wide. Bicycle racks shall also be located so that at least two (2) feet shall be provided and maintained in front of and behind each row of bicycle parking spaces so as not to impede the use of the rack (see figure 1).

**429-10 Bicycle Parking Signing**

Where bicycle parking facilities are not directly visible and obvious from the public right(s)-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Bicycle parking signing shall be in accordance with Subsection 414.

**429-11 Bicycle Parking Lighting**

Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. If lighting for other purposes satisfies the bicycle parking lighting requirements, separate lighting is not required. Bicycle parking lighting shall be in accordance with Section 415.

**429-12 Exemptions from the Minimum Bicycle Parking Requirements Standards**

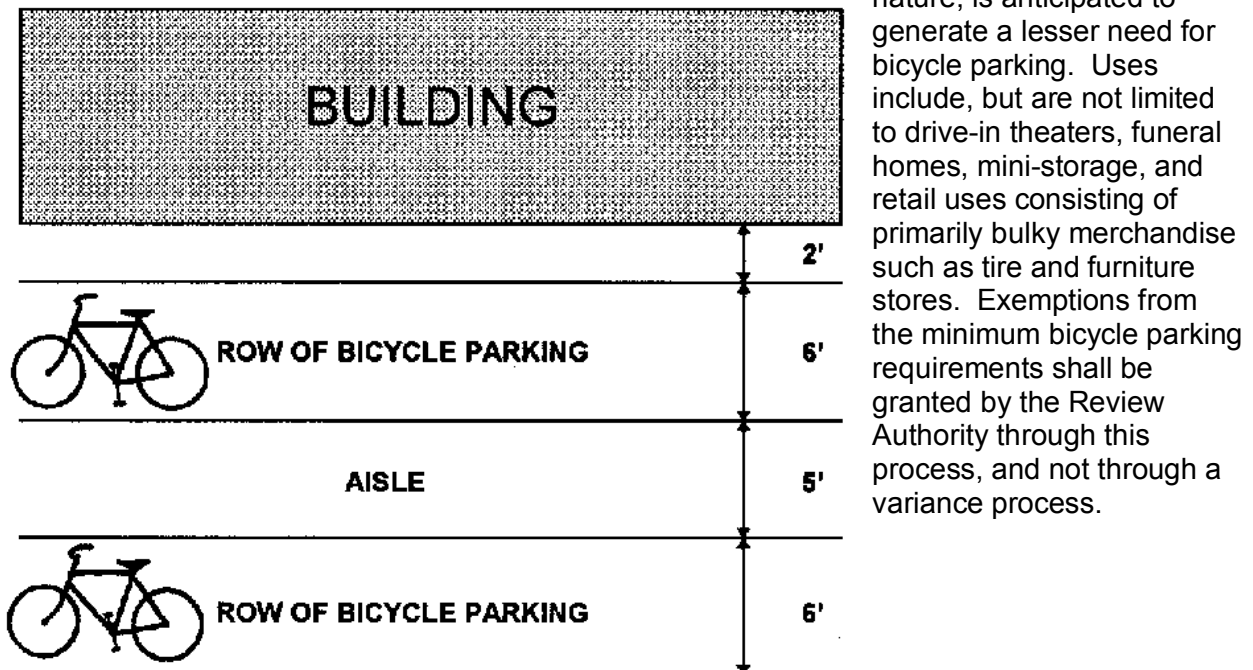
A development is exempt from Subsection 429-6 if the Review Authority finds the applicant has shown that one of the following criteria is applicable to the site.

A. Temporary Uses:

The Review Authority may allow exemptions to required bicycle parking in connection with temporary uses. Uses include but are not limited to firework stands, temporary Park & Rides, and Christmas tree sales.

B. Lesser Demand for Bicycle Parking:

The Review Authority may reduce the number of required bicycle spaces on a case-by-case basis if the applicant can demonstrate that the proposed use, by its nature, is anticipated to generate a lesser need for bicycle parking. Uses include, but are not limited to drive-in theaters, funeral homes, mini-storage, and retail uses consisting of primarily bulky merchandise such as tire and furniture stores. Exemptions from the minimum bicycle parking requirements shall be granted by the Review Authority through this process, and not through a variance process.



Not drawn to scale