

14.6.9 - Bicycle Parking Standards

- a) Purpose. This Subsection regulates and ensures the provision of parking spaces that are designed for bicycles. These standards ensure that bicycle parking needs of new land uses and development are met, while ensuring bicycle parking spaces are designed and located in a consistent manner. These standards also ensure the provision of bicycle access to residential, employment, commercial destinations and other transportation choices; the provision of safe, convenient and adequate bicycle parking facilities that (1) meet the demands of the use of the property; (2) reduce hazards to pedestrians; (3) enhance the visual quality of the city; (4) reduce the adverse impacts associated with the bicycle parking, which includes bicycles parked on parking meters, signs, trees, etc; and (4) encourage the use of bicycles, which has the effect of reducing traffic congestion, influencing modal split, and increasing the safety and welfare of residents and visitors to the City.
- b) Applicability. Bicycle parking requirements as set forth in this Subsection shall apply to the following:
 - i. New development, changes in land use; and changes to a Building or Structure that cause an increase or decrease of 25 percent or greater made subsequent to the effective date of this Form-Based Code:
 - A. Gross floor area; Seating capacity; or Dwelling Units.
- c) Joint Use of Bicycle Parking Facilities
 - i. Required bicycle parking spaces for two (2) or more Adjacent uses or Structures may be satisfied by the same parking facilities used jointly, provided that such right of joint use and maintenance is evidenced by a deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use, and that the facilities are within 200 feet of the building or parcel housing the use.
- d) Bicycle Parking Requirements
 - i. Minimum bicycle parking for all uses and Structures in all Parking Districts shall be provided in accordance with Table 14.6.9-A.
 - A. Where no requirement is designated, and the use is not comparable to any of the listed uses, bicycle parking requirements shall be determined by the DRB upon recommendation of the city's bicycle and pedestrian planner based upon the capacity of the facility and its associated uses.
 - B. When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.
 - C. Where bicycle parking is required, the minimum number of bicycle parking spaces provided at each site shall be two (2), not including long-term parking.

Table 14.6.9-A - Minimum Bicycle Parking Requirements

| | Specific Use | Long Term Spaces | Short Term Spaces |
|---|--|--|--|
| Per Square Feet of Gross Building Area, except as noted otherwise | | | |
| Residential | | | |
| Household Living | Multi unit | 1 per 4 units | 1 per 10 units |
| Group Living | Elderly housing | 1 per 10 units | 1 per 10 units |
| | Fraternity, sorority, & dormitory | 1 per 4 residents | 1 per 8 residents |
| Temporary lodging | Hotel, motel, bed & breakfast, boarding house, campground | 1 per 20 rooms/sites | 2 per 20 rooms/sites |
| Commercial | | | |
| Office | | 1 per 5,000 sf | 1 per 10,000 sf |
| | Medical, dental | 1 per 5,000 sf | 1 per 8,000 sf |
| Retail sales and service | | 1 per 20,000 sf | 1 per 5,000 sf |
| | Auto, boat, motorcycle related sales, service and retail | 1 per 30,000 sf | 1 per 10,000 sf |
| | Restaurants, bars, taverns | 1 per 10 employees | 6% of occupancy load |
| Industrial | | | |
| Industrial, manufacturing, production and warehousing | | 1 per 20,000 sf | 1 per 50,000 sf |
| Permitted, Public/Institutional uses | | | |
| Colleges or Universities | Excluding dormitories | 1 per 20,000 sf | 3 per 5,000 sf |
| Daycare, except home | | 1 per 20,000 sf | 1 per 10,000 sf |
| Schools | Grades 2-5 | 1 per 20,000 sf | 2 per classroom |
| | Grades 6-12 | 1 per 20,000 sf | 4 per classroom |
| Community Services | Museums, aquariums, libraries, community centers, municipal buildings, Post office | 1 per 20,000 sf | 3 per 5,000 sf |
| Medical Center | Excluding medical or dental offices | 1 per 10,000 sf | 1 per 20,000 sf |
| Worship, places of | | 1 per 20,000 sf | 1 per 40 seats |
| Recreation, government owned | Parks | Per DRB review | 1 per 10 daily users |
| Other | | | |
| Terminal | Taxi/Bus/Passenger/Ferry | As determined during Site Plan Review by DRB | As determined during Site Plan Review by DRB |
| Parking | Parking Lot, Garage; public or | | p |

ivate

4, or 5% of automobile spaces,
whichever is greater

None

e) Limitations

- i. No bicycle parking spaces required by this standard shall be rented or leased to employees or residents residing at the location at which bicycle parking is required; however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- ii. Providing bicycle racks on the public right of way must be approved by the department of public works.

f) Location & Design Standards

- i. All bicycle parking facilities shall be installed in accordance with the department of public works "Bicycle Parking Guidelines."
- ii. Short-term bicycle parking or a Sign leading thereto shall be highly visible from the main entrance of the Structure or facility.
- iii. Short-term bicycle parking shall be as convenient to cyclists as auto parking.
- iv. Bicycle parking facilities such as bicycles racks and lockers shall provide sufficient security from theft and damage. Bicycle racks shall be securely anchored to the ground, shall support and allow the bicycle wheel and frame to be locked to the rack, and shall be in a location with sufficient lighting and visibility.
- v. Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of Art 6.
- vi. Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for Access and maneuvering.
- vii. Bicycle parking facilities shall be sufficiently separated from motor vehicle Parking Areas to protect parked bicycles from damage by motor vehicles.
- vii. The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.
- viii. Existing bicycle parking may be used to satisfy the requirements of this Section provided the rack design is consistent with the department of public works "Bicycle Parking Guidelines."

g) Long Term Bicycle Parking

- i. Long term bicycle parking shall:
 - A. Protect bicycles from the weather;
 - B. Provide secure storage that prevents theft of the bicycle and Accessories; and,
 - C. Be located in a well lit area.
- ii. Long Term bicycle parking requirements can be met in any of the following ways:
 - A. A bicycle storage room;
 - B. Bicycle Lockers, pods, or lids;
 - C. Lockable bicycle enclosure; or
 - D. By certifying to the city's bicycle and pedestrian planner that employees may store their bicycles within their workspace.
- iii. When long term bicycle parking is required, showers and changing facilities for employees shall be required in accordance with Table 14.6.9-B, except for parking garages, Parking Lots, and residential units, which are exempt from the requirements of this Section. Shower and changing facilities shall be provided onsite or through an agreement for nearby offsite use.

**Table 14.6.9-B: Shower and Changing
Facilities**

**Required Long Term Minimum Number of Required Shower and Changing
Facilities**

Spaces

| | |
|-------|--|
| 1-4 | 1 |
| 5-10 | 2 |
| 11-20 | 3 |
| 21+ | 4 plus one for each additional 15 Long Term spaces or part thereof |
