

27-6309. Bicycle Parking Standards

a. (a)

Bicycle Racks or Lockers Required

1. (1)

In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

A. (A)

For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

B. (B)

For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

C. (C)

For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

D. (D)

For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

2. (2)

In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

3. (3)

Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for guidance on types of racks that are appropriate to meet this requirement.

b. (b)

Bike Parking Rack or Locker Location

1. (1)

Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

2. **(2)**

In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

3. **(3)**

Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

A. **(A)**

Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

B. **(B)**

Protect bicycles from weather and debris;

C. **(C)**

Be signed so that directions to entrances of related uses are clearly understood;

D. **(D)**

Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

E. **(E)**

Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

F. **(F)**

If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

G. **(G)**

If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

4. **(4)**

Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

