

5.19 Parking Standards

5.19.1 Required Parking

B. Calculating Required Parking

1. The *floor area* above grade within a *principal building*, *accessory building* or *accessory structure* used for vehicle or bicycle parking shall not be included in any required parking calculation.
2. Any fraction of a *parking space* shall be considered a full space.
3. A higher class of *parking space* may be used to provide bicycle or *electric vehicle* parking facilities when more than one class is required by this section.

Table 5.19-XX Required Bicycle Parking

<u>Use</u>	<u>Required Parking [1]</u>		
	<u>Class A</u>	<u>Class B</u>	<u>Class C</u>
<u>Residential (1 to 2 units)</u>			
<u>Residential (3 to 4 units)</u>			<u>1 min</u>
<u>Residential (5 or more units)</u>	<u>1 per 2 units</u>		<u>1 per 10 units</u>
<u>Office and Research</u>		<u>1 per 2,500 sf</u>	<u>1 per 15,000 sf (3 min)</u>
<u>Commercial</u>		<u>1 per 5,000 sf</u>	<u>1 per 3,000 sf (3 min)</u>
<u>Public/Civic</u>		<u>1 per 2,500 sf</u>	<u>1 per 2,500 sf</u>
<u>Industrial</u>		<u>1 per 40,000 sf (2 min)</u>	<u>1 per 12,000 sf (2 min)</u>
<u>[1] When more than 50 Class A bicycle parking spaces are required, 1 out of every 50 spaces must meet the barrier-free dimensions in Table 5.19-5. When more than 25 Class B or C bicycle parking spaces are required, 1 out of every 25 spaces must meet the barrier-free dimensions in Table 5.19-5.</u>			

Table 5.19-XX Special Parking Districts Bicycle Parking Requirements

<u>Use</u>	<u>Required Parking [1]</u>		
	<u>Class A</u>	<u>Class B</u>	<u>Class C</u>
<u>Residential (D1, D2)</u>	<u>1 per 5 units</u>		<u>1 per 25 units</u>
<u>Residential (TC1)</u>	<u>1 per 2 units</u>		<u>1 per 15 units</u>
<u>Non-Residential (D1, D2)</u>			<u>1 per 10,000</u>
<u>Non-Residential (TC1)</u>		<u>1 per 10,000 sf</u>	<u>1 per 5,000 sf</u>
<u>[1] When more than 50 Class A bicycle parking spaces are required, 1 out of every 50 spaces must meet the barrier-free dimensions in Table 5.19-5. When more than 25 Class B or C bicycle parking spaces are required, 1 out of every 25 spaces must meet the barrier-free dimensions in Table 5.19-5.</u>			

5.19.5 Use of Parking Facilities

A. General

1. *Parking spaces* shall not be obstructed by storing objects, *structures*, or vehicles that are inoperable, unregistered, or for sale.
2. *Bicycle parking spaces* required by this section shall be accessible by a level sidewalk, driveway, or other paved access easement ~~to a public Street or Alley.~~ public street, private Street or Alley.
3. Vehicle *parking spaces* shall be accessible by a *driveway* connected to a public Street, private street or Alley.
4. Nothing in this section shall preclude a reasonable charge for the use of any *parking space*.

5.19.7 Design of Bicycle Parking Facilities

A. General

1. Bicycle parking spaces shall conform to the dimensional standards in Table 5.19-5. ~~Alternatives may be allowed by the Planning Manager for designs that use available space more efficiently and store the equivalent number and bicycles and accessories in a smaller area.~~
 - a. Of the total number of required *bicycle parking spaces*, up to one-third may be space saving design that do not meet the dimensional requirements of Table 5.19-5. The remaining two-thirds of required spaces must meet the dimensional requirements and must be ground level.
 - b. When required, barrier-free spaces should be located near the front of a room for Class A or at the end of a row for Class B and C to allow users to easily maneuver and lock their bicycles.

TABLE 5.19-5: BICYCLE PARKING DIMENSIONAL STANDARDS

CLASS	MINIMUM WIDTH	MINIMUM LENGTH	MINIMUM VERTICAL CLEARANCE	MINIMUM ACCESS AISLE
A	2 ft.	6 ft.	N/A	3 ft.
B	2 ft.	6 ft.	7 ft.	3 ft.
C	2 ft.	6 ft.	N/A	3 ft.
<u>A/B/C Barrier-Free Space</u>	<u>2 ft.</u>	<u>10 ft.</u>		<u>3 ft.</u>

- 1.2. All bicycle parking spaces must be easily accessible, well lit, and durable, and securely anchored to pavement, floors, or walls. Users must be able to use standard bicycle locks to lock their bicycle frame and at least one

wheel to the rack. Rack use should be generally intuitive, do not require above average effort to use, and signage should be provided to explain functionality.

- 2.3. Bicycle parking spaces outside of a building shall be considered and included in open space calculations. Bicycle parking spaces on the first floor inside of a building shall not be included in floor area ratio calculations.
- 2.4. Buildings or structures used for bicycle parking spaces shall comply with all regulations for accessory buildings per Section 5.16.6A.
5. Asphalt, concrete, porous pavement, pavers, or brick shall connect bicycle parking spaces to a Sidewalk or driveway.
6. Bicycle parking spaces must be spaced evenly throughout the site at entrances or gathering spaces.
7. Wave racks, school yard racks, and wheelwell racks are prohibited and will not count towards bicycle parking requirements. See Figure XX-1.
8. Where bicycle parking facilities are not immediately visible from the building entrances, permanent wayfinding signage should be provided to direct users to bicycle parking facilities.



Figure XX-1.

4.

B. Placement

- ~~1. Bicycle parking spaces outside of a building shall be in close proximity to the main building entrances and in a location that is visible and easily accessible.~~
- ~~2.1. Bicycle parking spaces inside of a building or structure that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities.~~
- ~~2.1. Bicycle parking spaces inside of a building or structure shall be located near a main entrance, on the Street level, or on a level accessible by an elevator large enough to accommodate the bicycle.~~

C.B. Class Standards Class A (Long-Term, Enclosed Bicycle Storage)

1. Class A (Enclosed Bicycle Storage)

1. Class A spaces shall store a bicycle and necessary accessories for longer periods, well protected from weather and theft. Class A is typically intended for use occupants at their residence. Examples of Class A spaces are individual enclosed storage lockers, enclosed bicycle parking sheds, a room within a building that contains individual storage lockers or individual hoop spaces with additional storage area, or private garages.
2. Bicycle parking spaces inside of a building or structure that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities. If bicycles share routes with vehicles to reach the bicycle parking facilities, a designated bicycle lane must be striped.
2. Bicycle parking spaces inside of a building or structure shall be located near a main entrance, on the Street level, or on a level accessible by an elevator large enough to accommodate the bicycle.
- 3.
4. For bicycle parking facilities within a building or structure, at least one route from the sidewalk, driveway, or other paved access easement to reach the Class A facilities must be free of obstructions and at least five feet wide. There shall be a maximum of two doorways along the route, and they shall be accessible and self-opening. The route must have no stairs, steep ramps, or small elevators.
5. Class A spaces may not be provided within a dwelling unit.

C. Class B (Mid-Term, Covered Bicycle Racks)

1. Class B spaces shall store a bicycle for intermediate periods with some protections from weather and allowing both the wheels and frame of a bicycle to be securely locked. Class B is typically intended for use by employees at their place of employment. Examples of Class B spaces are hoops or racks covered by canopies or overhangs.
2. Bicycle parking spaces shall be in close proximity but not to exceed 50 feet to the main building entrances and in a location that is visible and easily accessible. For buildings with multiple entrances, bicycle parking spaces should be reasonably distributed amongst the entrances.
3. Covering over Class B bicycle parking spaces must have at least seven feet of vertical clearance and must cover the entire length and width of the bicycle parking space per Table 5.19-5. Structural elements must not impede the use of a bicycle parking space.

D. Class C (Short-Term, Fixed Bicycle Racks)

6. Class C spaces shall store a bicycle for shorter periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C is typically intended for use by customers and visitors of a residence, business, or office.

7. Bicycle parking spaces shall be in close proximity but not to exceed 50 feet to the main building entrances and in a location that is visible and easily accessible. For buildings with multiple entrances, bicycle parking spaces should be reasonably distributed amongst the entrances.
8. Racks installed on sidewalks, plazas, and other common spaces on site must preserve accessibility for pedestrian circulation.

E. Alternatives/Options/Waivers

- a. In the following circumstances, the Planning Manager may allow required bicycle parking spaces to be located over 50 ft but no more than 150 ft away from main building entrances:
 - i. Sites larger than 200,000 square feet
 - ii. Irregularly-shaped sites
 - iii. Sites with unusual topography
- b. The following primary uses have no required bicycle parking: adult foster care; emergency shelter; funeral services; parks, recreation, and open space; transportation facilities; agriculture (greenhouse, barn, borrow pit); and outdoor storage. The following accessory uses have no required bicycle parking: dwelling unit, accessory; dwelling unit, manager's; family daycare home, group day care home; home occupation; and roadside stand.

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3. — Class B (Covered Bicycle Racks)

~~Class B spaces shall store a bicycle for intermediate periods with some protections from weather and allowing both the wheels and frame of a bicycle to be securely locked. Class B is typically intended for use by employees at their place of employment. Examples of Class B spaces are hoops or racks covered by canopies or overhangs.~~

4. — Class C (Fixed Bicycle Racks)

~~Class C spaces shall store a bicycle for shorter periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C is typically intended for use by customers and visitors of a residence, business, or office.~~