



BICYCLE PARKING

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Bicycle Parking Required

- Bicycle parking facilities shall be provided for new buildings or facilities, additions to or enlargement of existing buildings, or for changes in the use of buildings or facilities that result in the need for additional auto parking facilities in accordance with the parking requirements in Article I of this chapter and where required in table, Section 20.14.050(C). The development services director is authorized to approve modifications to these standards when the applicant successfully demonstrates that the proposed alternative layout, location, design or type of racking meets the intent of these standards.



Bicycle Parking Standards

Individual Bicycle Parking Spaces

Minimum of 75” (inches) long by 24” (inches) wide for each space except that where double-sided multi-racks are used resulting in overlapping spaces, the minimum space for two bicycles shall be 100” inches long by 36” inches wide.

Bicycle Parking Racks

Shall be located in areas visible from public ROW and shall be provided with adequate lighting if intended for use after dark and lighting shall comply with Title 18. Bicycle parking racks shall support the bicycles and at least one wheel, allowing the the frame and one wheel to be locked to the rack, regardless of whether the front wheel is removed or not. Racks shall be securely anchored and accommodate a wide variety of size and types of bicycles. Racks shall be permanently mounted/installed on solid surfaces and shall not encroach on pedestrian access ways, accessible routes or passing space areas. Access shall be provided to each space and minimum of 15’ feet to the front, rear or side of bicycle parking spaces. Racks shall be placed a minimum of 24” inches away from walls and other elements that may create an obstacle to accessing the bike parking spaces.



Corrective Action

- Effective January 2010 the Planning Division has revised detailed site development plan and special permit applications to include the bicycle parking requirements. All approved detailed site development plans and special permit applications include an entry in the Tide Mark system to reflect the bicycle parking requirement.
- Effective January 2010 the Building Permits & Inspections Division has revised building permit applications to include the bicycle parking requirement. Inspections on identified building permits not meeting bicycle parking requirements are in process. Also a notification letter for those in non compliance has been drafted to include contact information for advisement on how to comply.



Audit Results DSDPs & SPs

From November 1, 2007 to December 31, 2009 the Planning Division conducted an audit to verify the implementation of bicycle parking requirements on detailed site development plan applications and special permit applications. The audit results are as follows:

- The total special permits and detailed site development plans approved from Nov. 1, 2007 to Dec. 31, 2009 were 93 and 26 did not comply with bicycle parking requirements.
- Out of 49 approved detailed site development plans, 18 did not comply with the bicycle parking requirement, 37 percent are not in compliance .
- Out of 44 approved special permits, 8 did not comply with the bicycle parking requirement, 18 percent are not in compliance.
- Special Permits and Detailed Site Development Plans not requiring bicycle parking include R-1 to R-5 (Residential) zoning district and R-F (Ranch and Farm) zoning district.



Audit Results Building Permits

For a period of one month the Building Permits & Inspections Divisions has been conducting an audit to verify the compliance of bicycle parking spaces required in building permits. The results of the audit are as follows:

- A total of 230 building permits were identified for inspection. On permits that include multiple buildings, the inspection was conducted utilizing the master unit.
- Out of 230 building permits, 31 are still under construction and bicycle spaces may not be required in 9.
 - Projects requiring bicycle parking total 190 and 119 have been inspected as of February 26.
 - Out of 119 inspected 82 racks were missing and 71 are still to be inspected.
 - Finally out of the 119 permits inspected 68 percent did not comply with required bicycle parking.



Recommendations

Planning

Option 1: Don't provide a mechanism for reducing bicycle parking required and instead amend Title 20 to include language not allowing the reduction of bicycle parking spaces as part of a parking reduction and as part of an administrative parking reduction. Include exceptions i.e. properties that are built out to property line and have no room for bicycle parking or are unable to locate bicycle parking in the right-of-way in the down town area.

Option 2: Provide a mechanism for allowing bicycle parking reductions by amending Title 20 and including the provision. Provide a separate application for the bicycle reduction process.