

§ 25-6-476 - BICYCLE PARKING FOR MIXED USE DEVELOPMENTS.

- (A) The bicycle parking requirement for a site with more than one use or for adjacent sites served by a common parking facility is the cumulative total of spaces required for each site or use, unless otherwise provided by this section.
- (B) A person may request an adjustment to the bicycle parking requirement for separate uses located on one site or for separate uses located on adjoining or nearby sites and served by a common parking facility.
- (C) To apply for an adjustment under this section, an applicant must submit to the director a site plan and transportation engineering report addressing the following:
 - (1) the characteristics of each use and the differences in projected peak parking demand, including days or hours of operation;
 - (2) potential reduction in vehicle movements resulting from the multi-purpose use of the parking facility by employees, customers, or residents of the uses served;
 - (3) potential improvements in parking facility design, circulation, and access resulting from a joint parking facility;
 - (4) compliance with shared parking guidelines in the Transportation Criteria Manual; and
 - (5) detail the amount of bicycle parking to be provided.
- (D) In determining whether to approve an adjustment under Subsection (B), the director shall consider the factors included in Subsection (C).
- (E) A decision of the director under this section may be appealed to the Land Use Commission. The decision of the Land Use Commission may be appealed to the city council.
- (F) A parking space subject to adjustment under this section must be located in a parking facility that provides similar use availability for all uses that the parking facility is intended to serve.
- (G) The director shall determine the type and number of bicycle spaces required for a mixed use development at the time that the director determines the bicycle parking requirement under this section, or at the time a request for an adjustment is made under this section.

Source: Sections 13-5-100 and 13-5-102(a)(2); Ord. 990225-70; Ord. 010607-8; Ord. 031120-44; Ord. 031211-11; Ord. 20130523-104; Ord. No. 20231102-028, Pt. 43, 11-13-23.

§ 25-6-477 - BICYCLE PARKING.

- (A) Off-street parking facilities for bicycles must be provided for each use on a site.
- (B) Any addition or enlargement of an existing building or use or any change of occupancy or operation shall require a proportional increase in bicycle parking adhering to the requirements of this section for the new use or expanded use or change in occupancy.

- (C) The number of bicycle parking spaces shall be determined based on the requirements in this subsection.
- (1) For Commercial Uses as described in Section 25-2-4 (*Commercial Uses Described*), a minimum of two bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.
 - (2) For Multifamily Residential Use as described in Section 25-2-3(7), a minimum of five bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.
 - (3) For Single-Family Use as described in Section 25-2-3(12) or Two-Family Residential Use as described in Section 25-2-3(15), no requirements.
 - (4) For uses as described in Section 25-2-5 (*Industrial uses Described*), Section 25-2-6 (*Civic Uses Described*), and Section 25-2-7 (*Agricultural Uses Described*), a minimum of one bicycle parking space or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.
- (D) A required bicycle space must comply with the requirements of the Transportation Criteria Manual.
- (E) The location of an off-street bicycle parking facility shall comply with the following requirements:
- (1) A minimum of 50 percent of all required bicycle parking shall be located within 50 feet of the principal building entrance which shall not be obscured from public view; and
 - (2) The remaining required bicycle parking may be located as follows:
 - a. in a secure location within 50 feet of other building entryways other than the principal building entrance;
 - b. at employee only entrances;
 - c. within a building; or
 - d. in a covered motor vehicle parking facility within 50 feet of a street level entrance.
 - (3) The closest bicycle parking facility must be no farther than the closest motor vehicle parking space, excluding accessible parking spaces.
- (F) A provision of this article that is applicable to off-street motor vehicle parking also applies to bicycle parking, unless the provision conflicts with this section.
- (G) The city manager may waive a requirement relating to the number or type of bicycle spaces or approve an alternate method of compliance after considering the characteristics of the use, the site, and the surrounding area. A waiver may not reduce the number of required bicycle spaces to less than two.
- (H)

A site or development subject to Subsection 2.3.1.B.2. of Article 2 (*Site Development Standards*) of Subchapter E of City Code Chapter 25-2 that chooses to provide shower and changing facilities as an option under Table B (*Additional Measures to Improve Connectivity*) shall provide facilities as follows:

- (1) For buildings with less than 100,000 square feet of gross floor area, a minimum of two single-user shower-and-changing facilities.
- (2) For buildings with 100,000 or more square feet of gross floor area, a minimum of four single-user shower-and-changing facilities.

Source: Ord. 031120-44; Ord. 031211-11; Ord. 20060504-039; Ord. 20130523-104; Ord. No. 20231102-028, Pt. 44, 11-13-23; Ord. No. 20240201-035, Pt. 3, 2-12-24.