

Bicycle Parking Regulations – Overview

This ordinance requires bicycle parking and support facilities in certain types of new development and building renovations. Like automobile parking requirements for new development, many other cities have incorporated bicycle parking requirements into their codes. Bicycle parking is a key consideration in people’s decision to bicycle because of security concerns for their property. Every bicycle trip includes the route of travel plus parking at the origin and destination. An adequate supply of safe and convenient bicycle parking is thus mutually reinforcing with the development of the City of Oakland’s bikeway network.

Policy Context

The City of Oakland’s first Bicycle Master Plan (1999) included recommendations for a bicycle parking ordinance but those recommendations were never adopted. The 1999 recommendations have been used on a case-by-case basis to develop conditions of approval for various projects. In the recent update to the Bicycle Master Plan (2007), Planning Commissioners called for the development of a new draft ordinance. The 2007 Plan includes Action 1D.6 which states, “Adopt an ordinance as part of the City’s Planning Code that would require new development to include short and long-term bicycle parking.”

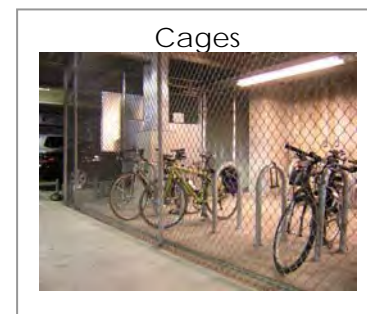
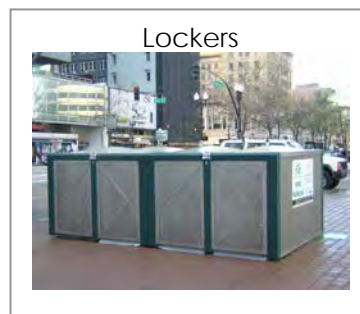
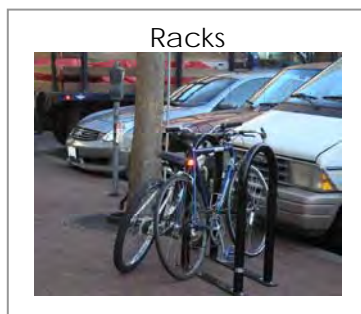
Oakland in Comparison to Other Cities

The requirements are based on a review of the 1999 recommendations, a comparison to requirements in other cities, and the guidance provided by the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Nearby cities with bicycle parking ordinances include San Francisco, San José, Berkeley, Alameda, Emeryville (under development), and San Leandro. Other comparable cities with ordinances include Sacramento, Portland, Seattle, and Denver. Vancouver and Ottawa (Canada) are cities that are in some ways comparable to Oakland and have exemplary bicycle parking requirements.

Types of Bicycle Parking

Short-term bicycle parking (bicycle racks) serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating, or errands. Bicycle racks can provide a high level of convenience but only a moderate level of security.

Long-term bicycle parking includes bicycle lockers, bicycle cages, and bicycle stations. These facilities serve people who frequently leave their bicycles at the same location for the day or overnight. These types of bicycle parking provide a high level of security but are less convenient than bicycle racks.



Requirements

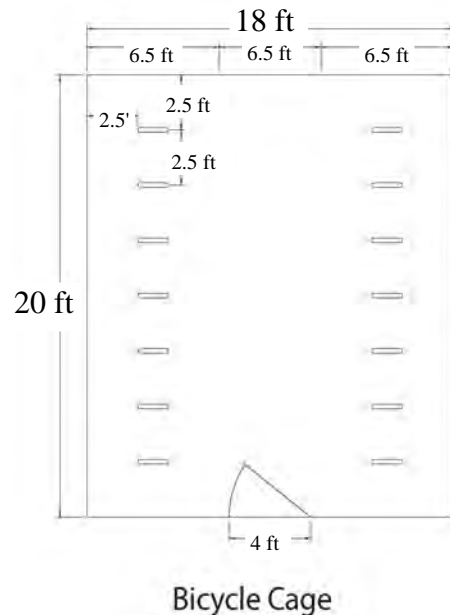
The requirements follow the land use categories specified by the Planning Code. The following table includes excerpts for the most common types of new development. For complete details, please refer to Planning Code Chapter 17.117.

	Long-term	Short-term	Shower/ Locker
Single family and residential with private garage	<i>None</i>	<i>None</i>	<i>None</i>
Multifamily Residential	1 space per 4 units	1 space per 20 units	<i>None</i>
Retail	1 space per 12,000 s.f.	1 space per 5,000 s.f.	<i>None</i>
General Food Sales (grocery stores, restaurants)	1 space per 12,000 s.f.	1 space per 2,000 s.f.	<i>None</i>
Office	1 space per 10,000 s.f.	1 space per 20,000 s.f.	2 showers per gender for first 150,000 s.f. plus one per gender for each additional 150,000 s.f.; 4 lockers per shower

To encourage quality installations, the draft ordinance includes basic specifications for the location and design of bicycle parking spaces.

Other key aspects include the following:

- The amount of space required for bicycle parking depends upon the type of parking and the number of spaces. As an example, a bicycle cage of 360 square feet will fit 14 U-racks, each accommodating two bicycles, for a total of 28 bicycle parking spaces. The square footage for such a bicycle cage is the same as two standard automobile parking spaces.
- An automobile parking credit would allow one less automobile space for each six additional bicycle spaces provided, up to a five percent reduction in the total automobile parking.
- Building renovations would require bicycle parking based on the magnitude of the remodel: no requirements for small projects, only short-term bicycle parking for mid-sized projects, and both short- and long-term for large projects.
- Valet bicycle parking would be required for major public events with over 5,000 attendees (like Art & Soul, Chinatown StreetFest, and Dia De Los Muertos Festival).



For detailed description of design standards, refer to Article II of new Planning Code chapter 17.117.

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