

- b. Acknowledgement that the project has no claim to the ongoing availability of nearby on-street public parking, and that, as is the case with other on-street public parking, the City retains the right to charge for, restrict or remove such on-street parking at any time;
- c. Acknowledgement that failure to maintain transportation demand management as required above is a violation of this ordinance, and understanding that, pursuant to Sec. 2.7.8 of this ordinance, no zoning permit or certificate of occupancy may be granted until any such violation has been remedied; and,
- d. Commitment to notify any subsequent owners and tenants in writing of their obligations under this section as part of any purchase and sale and/or lease agreements.

Review and Enforcement: The Administrative Officer shall be responsible for determining compliance with the TDM Program requirements as set forth above, and ongoing implementation shall be included as a condition of any discretionary or administrative permit required for development subject to the conditions of this Section.

Failure to maintain a TDM Program as required above shall be a violation of this ordinance, and pursuant to Sec. 2.7.8 of this ordinance no zoning permit or certificate of occupancy may be granted without a TDM Program in effect.

Guidelines regarding compliance with these TDM requirements shall be developed and provided to applicants by the Administrative Officer.

PART 2: BICYCLE PARKING

Sec. 8.2.1 Intent

It is the intent of this subpart to:

- (a) Ensure the provision of parking spaces that are designed for bicycles and to ensure that bicycle parking needs of new land uses and development are met, while ensuring bicycle parking spaces are designed and located in a consistent manner. Provide bicycle access to employment, commercial destinations, and other transportation alternatives;
- (b) Provide safe, convenient, and adequate bicycle parking facilities that:
 - 1. Meet the demands of the use of the property;
 - 2. Reduce hazards to pedestrians;
 - 3. Enhance the visual quality of the city;
 - 4. Reduce the adverse impacts associated with the bicycle parking, which includes bicycles parked on parking meters, signs, trees, etc; and,

5. Encourage the use of bicycles which has the effect of reducing traffic congestion, influencing modal split, and increasing the safety and welfare of residents and visitors to the city.

Sec. 8.2.2 Applicability

Bicycle parking requirements as set forth in this subpart shall apply to new development, changes in land use, and changes to a structure that cause an increase or decrease of 25% or greater in gross floor area, seating capacity, or number of dwelling units.

Sec. 8.2.3 Joint Use of Bicycle Parking Facilities

Required bicycle parking spaces for two (2) or more adjacent uses or structures may be satisfied by the same parking facilities used jointly, provided that such right of joint use and maintenance is evidenced by a deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use, and that the facilities are within 200 feet of the building or parcel housing the use.

Sec. 8.2.4 Bicycle Parking Requirements

Bicycle parking for all uses and structures in all Parking Districts shall be provided in accordance with Table 8.2.4-1.

- (a) Where no requirement is designated, and the use is not comparable to any of the listed uses, bicycle parking requirements shall be determined by the DRB upon recommendation of the city's bicycle and pedestrian planner based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.
- (c) Where bicycle parking is required, the minimum number of bicycle parking spaces provided at each site shall be two (2), not including long term parking.
- (d) Bicycle parking that meets the requirements for both long term and short term bicycle parking may contribute to the minimum requirement of one type or the other but not both.

Table 8.2.4-1 Bicycle Parking Requirements

	Specific Use	Long Term Spaces	Short Term Spaces
	Per Square Feet of Gross Building Area, except as noted otherwise		
RESIDENTIAL			
Household Living	Multi unit	1 per 2 bedrooms	1 per 10 units
Group living	Elderly housing	1 per 10 units	1 per 10 units
	Fraternity, sorority, & dormitory	1 per 3 residents	1 per 6 residents
Temporary lodging	Hotel, motel, bed & breakfast, boarding house, campground	1 per 20 rooms/sites	2 per 20 rooms/sites
COMMERCIAL			
Office		1 per 5,000 sq. ft.	1 per 10,000 sq. ft.
	Medical, dental	1 per 5,000 sq. ft.	1 per 8,000 sq. ft.
Retail sales and service		1 per 12,000 sq. ft.	1 per 2,000 sq. ft.
	Auto, boat, motorcycle related sales, service and retail	1 per 30,000 sq. ft.	1 per 10,000 sq. ft.
	Restaurants, bars, taverns	1 per 1,000 sq. ft.	Per 500 sq. ft. of seating space
INDUSTRIAL			
Industrial, manufacturing, production, and warehousing		1 per 20,000 sq. ft.	1 per 25,000 sq. ft. (at least 2 per public entrance)
PERMITTED PUBLIC/INSTITUTIONAL USES			
Colleges or Universities	Excluding dormitories	1 per 15,000 sq. ft.	1 per 1,000 sq. ft.
Daycare, except home		1 per 20,000 sq. ft.	1 per 10,000 sq. ft.
Schools	Grades 2-5	1 per 20,000 sq. ft. plus 1 per 10 of student capacity	2 per classroom
	Grades 6-12	1 per 20,000 sq. ft. plus 1 per 10 of student capacity	4 per classroom
Community Services	Museums, aquariums, libraries, community centers,	1 per 20,000 sq. ft.	1 per 1,500 sq. ft.

	municipal buildings, post office		
Medical Center	Excluding medical or dental offices	1 per 10,000 sq. ft.	1 per 20,000 sq. ft.
Worship, places of		1 per 20,000 sq. ft.	1 per 20 seats
Recreation, government owned	Parks	Per DRB review	1 per 10 daily users
OTHER			
Terminal	Taxi/Bus/Passenger/ Ferry	As determined during Site Plan Review by DRB	As determined during Site Plan Review by DRB
Parking	Parking lot, garage; public or private	1 per 20 automobile spaces (minimum of 6)	1 per 10 automobile spaces (minimum 6)- to be located within view of entrance

Sec. 8.2.5 Limitations

- (a) No bicycle parking spaces required by this standard shall be rented or leased to employees or residents residing at the location at which bicycle parking is required; however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- (b) Short term bicycle parking may be provided within the public street right-of-way. Provision of bicycle parking within the right-of-way requires an encumbrance permit issued at the discretion of the City Council with recommendation from the Department of Public Works.

Sec. 8.2.6 Location & Design Standards

- (a) All bicycle parking facilities shall be installed in accordance with the Association of Pedestrian and Bicycle Professionals’ “Bicycle Parking Guidelines.” (Revision 1.0. September 2015)
- (b) Short term bicycle parking or a sign leading thereto shall be visible from the main entrance of the structure or facility.
- (c) Short term bicycle parking shall be as convenient to cyclists as auto parking.
- (d) Short term bicycle parking may be provided within the interior of a building. In such cases, the bicycle parking must be located such that it is immediately apparent and accessible to the public, such as within the front lobby. Outdoor directional signage shall indicate the availability of such parking indoors.
- (e) Bicycle parking facilities such as bicycle racks and lockers shall provide sufficient security from theft and damage. Bicycle racks shall be securely anchored to the ground, shall allow the bicycle wheel and frame to be locked to the rack, and shall be in a location with sufficient lighting and visibility.

- (f) Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of Art 6.
- (g) Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.
- (h) Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.
- (i) The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.
- (j) Bicycle parking facilities shall be kept in place and maintained for year-round use.
- (k) Covered bicycle parking facilities are encouraged whenever feasible.
- (l) Existing bicycle parking may be used to satisfy the requirements of this section provided the rack design is consistent with Association of Pedestrian and Bicycle Professionals' "Bicycle Parking Guidelines."

Sec. 8.2.7 Payment in Lieu

In instances wherein the total requirement for short term bicycle parking cannot be accommodated onsite, the applicant may make a payment to the Department of Public Works to construct short term bicycle parking facilities in the public street right-of-way. The payment shall be sufficient to cover the cost of the bicycle parking equipment (i.e. such as racks), installation, and 5 year estimated maintenance costs. The short term bicycle parking is met or as much as may be reasonably accommodated in the public right-of-way as determined by the Department of Public Works, whichever is less. The option to provide an in lieu payment shall be at the discretion of the Director of public Works or their designee and will be based on evidence that short term bicycle parking cannot be accommodated onsite. Alternatively, within the right-of-way per Sec. 8.2.5 (b).

Sec. 8.2.8 Long Term Bicycle Parking

- (a) Long term bicycle parking shall:
 - 1. Protect bicycles from the weather;
 - 2. Provide secure storage that prevents theft of the bicycle and accessories; and,
 - 3. Be located in a well lit area.
- (b) Long Term bicycle parking requirements can be met in any of the following ways:
 - 1. A bicycle storage room;
 - 2. Bicycle lockers, pods, or lids;
 - 3. Lockable bicycle enclosure; or

- 4. By certifying to the city’s bicycle and pedestrian planner that employees may store their bicycles within their workspace and that residents may store their bicycles within their dwelling unit.
- (c) When long term parking is required, showers and changing facilities for employees shall be required in accordance with Table 8.2.8-1, except for parking garages, parking lots, and residential units, which are exempt from the requirements of this section. Shower and changing facilities shall be provided onsite or through an agreement for offsite use.

Table 8.2.8-1 Shower and Changing Facilities	
Required Long Term Spaces	Minimum Number of Required Shower and Changing Facilities
1-4	1
5-10	2
11-20	3
21+	4 plus one for each additional 15 Long Term spaces or part thereof

Sec. 8.2.9 Waivers from Bicycle Parking Requirements

- (a) Requests for reductions to bicycle parking requirements shall be made and documented separately from requests made for reductions in the automobile parking requirements.
- (b) The requirements of Sec. 8.2.5 may be reduced upon approval of the DRB based upon recommendation of the city’s bicycle and pedestrian planner to the extent that the applicant can demonstrate the regulation is unnecessarily stringent due to:
 - 1. The characteristics of the use, structure, or facility makes the use of bicycles unlikely;
 - 2. The characteristics of the site or area preclude the installation of bicycle parking; and/or,
 - 3. Results from a documented survey of bicycle parking use in similar situations.
- (c) For reductions granted due to the characteristics of a site or area, applicants must mitigate the loss of bicycle parking through contribution into the capital fund. The amount shall be equal to the cost required for installation of required bicycle parking.