

**§ 40.25A.010. Purpose.**

The purpose of this article is to establish definitions and standards for bicycle parking throughout the City of Davis.

( Ord. 2421 § 2, 2013)

**§ 40.25A.020. Applicability.**

(a) The provisions of this article shall apply to:

- (1) All new multiple dwelling developments, nonresidential developments, community facilities and commercial uses set forth in the provisions of this article requiring planning approval or a building permit.
- (2) Existing developments that involve a change in use (e.g. from retail to quick serve restaurant, or residential to office) requiring planning approval or a building permit.
- (3) Existing developments that involve expansion, intensification, addition or any other changes to the site requiring planning approval or a building permit.

(b) The provisions of this article do not apply to single-family residences and duplexes.

( Ord. 2421 § 2, 2013)

**§ 40.25A.030. Definitions.**

The terms in this article have the meanings set forth below:

**Alternative compliance.** The determination that the prescribed bicycle parking standard per land use type is not warranted for a particular project because of the use or location and that an adjustment to the standard for the project is necessary, based on the considerations established for alternative compliance.

**Bicycle parking space.** The volume of space that is used to accommodate the storage of one locked bicycle. Bicycle parking spaces are to be designed and spaced in a way that accommodates for typical two-wheel bicycles and alternative bicycles.

**Alternative bicycle.** Nontraditional bicycles with larger parking space requirements, including but not limited to, cargo bikes, bikes with trailers, recumbent bikes, etc.

**Long term bicycle parking.** Bicycle parking spaces intended to be used for periods of time that are longer than two hours and are targeted to residents, employees and other long term users. Long term bicycle parking typically offers increased levels of security in lit, covered, and permanently anchored locations, which are proximate to employee or resident locations/entrances. Long term bicycle parking may be accompanied or used in conjunction with storage lockers, locked rooms or enclosures, and parking areas internal to the building.

**Short term bicycle parking.** Bicycle parking spaces intended to be used for periods of time that are two hours or less and are targeted to visitors, customers and other short term users. Short term bicycle parking racks shall provide two points of contact for a bicycle, allow for locking of the frame to the rack, and be securely anchored to the ground or

wall. Short term bicycle parking shall be in a visible location, as near as possible to entrances.

(Ord. 2421 § 2, 2013)

**§ 40.25A.040. Bicycle parking standards.**

(a) This article establishes bicycle parking standards as follows, except as further noted:

City of Davis Bicycle Parking Standards				
Land Uses	Examples	Standard (sf = gross sq. ft.)	Short Term Parking	Long Term Parking
Residential - group living	Fraternity, sorority, co-op housing	1 per bed	25%	75%
Residential - multifamily	Apartments, condominiums	1 per bedroom	25%	75%
Lodging	Hotel, motel	1 per 10 guest rooms	50%	50%
Restaurant – quick serve	Deli, coffee shop, bar	1 per 150 sf	75%	25%
Restaurant – sit down	Restaurant	1 per 500 sf	75%	25%
Retail, general commercial	Grocery store, hardware, furniture	1 per 1000 sf	75%	25%
Commercial services	Garden supply, appliance stores, auto repair, auto dealership (office/ showroom)	1 per 1000 sf	75%	25%
Office	Professional, medical, dental, government, clinic, bank	1 per 1,500 sf	75%	25%
Shopping center	Mix of personal services, retail, restaurants, offices	1 per 1,750 sf	75%	25%
Institutional	Schools, day care	1 per 2,500 sf	75%	25%
Light industrial	R&D, business park	1 per 2,000 sf	25%	75%

City of Davis Bicycle Parking Standards				
Land Uses	Examples	Standard (sf = gross sq. ft.)	Short Term Parking	Long Term Parking
Industrial	Warehouse, manufacturing, hospital	1 per 7,500 sf	25%	75%
Civic, cultural, religious centers	Library or museum (occupancy), places of worship (seats)	10% of maximum occupancy or seats	75%	25%
Commercial recreation	Theater (seats), health club (occupancy)	10% of maximum occupancy or seats	75%	25%
Open space, parks, recreational uses	Ball field, driving range, playground, parks	As determined by the community development and sustainability director		
*Downtown (core area)	Includes all nonresidential land use types in downtown	Apply same standards for land use above when feasible. City provides an on-going bicycle rack program for the downtown core area.		

- (b) \* Downtown core area—All nonresidential uses. The city employs an on-going bicycle parking program within the public right-of-way for the downtown core area. Businesses and developments within the downtown core area are not required to provide bicycle parking if adequate on-site space is not available, as determined by the community development and sustainability director. Downtown multifamily developments shall comply with the requirements of this article.
  - (c) Minimum requirements. All nonresidential uses shall provide a minimum of two bicycle parking spaces per site. In the case of multi-tenant buildings minimum required bicycle parking shall be two spaces per tenant. Alternative compliance may supersede this requirement.
  - (d) Alternative compliance, as established in Section 40.25A.070, may be applied to all land use classifications.
  - (e) Short-term and long-term percentages listed in the table are intended as guidelines subject to a final determination by the community development and sustainability director.
- ( Ord. 2421 § 2, 2013)

**§ 40.25A.050. Detailed standards and installation guidelines.**

All accessory bicycle parking spaces shall be provided on the same parcel as the building

or use to which such spaces are required. Bicycle rack installation locations must be near or within visual site distance of building entrances. Further detailed standards and findings, such as acceptable dimensions, are provided in the Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines* and the City of Davis *Project Development Standards Guide*, which is maintained by the department of community development and sustainability.

( Ord. 2421 § 2, 2013)

**§ 40.25A.060. Calculation of required spaces.**

- (a) When a tract of land is developed with a mixed use building or development such as residential/commercial, residential/office, or retail/office, but is developed under single ownership or control, the required bicycle parking will be determined by calculating the required parking for each individual land use and then adding the individual requirements together to create a total bicycle parking requirement.
- (b) When the required number of spaces is based on net building area, the net building area of any accessory use is included with the primary use in the calculation (e.g., manufacturing site with accessory office space).
- (c) After the bicycle parking requirement has been calculated, if the requirement results in a fraction of a space to be provided, the parking space requirement shall be rounded to the nearest whole number.

( Ord. 2421 § 2, 2013)

**§ 40.25A.070. Alternative compliance.**

- (a) Upon written request by the applicant, the community development and sustainability director or her/his designee may approve alternative compliance from the provisions of this article, which may include, but is not limited to, a reduction or deviation in the number, type, or location of the required bicycle parking, and may include a waiver of the requirement.
- (b) Considerations used in the determination may include, but are not limited to:
  - (1) Physical site planning constraints;
  - (2) Proximity to existing bicycle parking;
  - (3) Projects that cannot be classified into the provided land use categories;
  - (4) Provision of enhanced bicycle facilities provided in the development;
  - (5) Inclusion of the site within a larger development for which adequate bicycle parking is already provided; or
  - (6) Unforeseen circumstances or individual land use changes.

( Ord. 2421 § 2, 2013)

**§ 40.25A.080. Incentives.**

Should a business or institution be interested in going above and beyond the bicycle parking requirements and amenities as specified in this article, certain measures can be taken. The director of community development or her/his designee reserves the right to implement certain incentives to help assist the implementation of increased bicycle amenities, such as, locker rooms, showers, or indoor secure bicycle parking. Potential incentives may include offsetting the required number of vehicle parking spaces (two spaces maximum or five percent of required vehicle parking), or other design requirements to accommodate space for secure bicycle parking, and other bicycle commuter amenities.

( Ord. 2421 § 2, 2013)