

§ 14-804. Bicycle Parking Ratios and Standards.

(1) Required Bicycle Parking Spaces.

Bicycle parking spaces shall be provided in accordance with Table 14-804-1:

Table 14-804-1: Required Bicycle Parking ⁹²²

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All uses except single-, two-, and multi-family uses, low occupancy facilities, and public parking lots	
Gross Floor Area	Minimum Number of Bicycle Parking Spaces
0 - 7,500 sq. ft.	0
7,501 - 20,000 sq. ft.	2
Over 20,000 sq. ft.	1 per every 10,000 sq. ft. or fraction thereof
Multi-Family Buildings	
Number of Dwelling Units	Minimum Number of Class 1A Bicycle Parking Spaces
Fewer than 12 dwelling units	0
12 or more dwelling units	1 per every 3 dwelling units or fraction thereof
12 or more dwelling units, where building occupancy is age-restricted to those 60 years of age or older	1 per every 10 dwelling units or fraction thereof
Low-Occupancy Facilities	
Number of Employees	Minimum Number of Bicycle Parking Spaces
0 - 5	0
6 - 20	2
21 - 80	4
Over 80	1 per every 20 employees or fraction thereof
Public Parking Lots	
Number of Automobile Spaces	Minimum Number of Bicycle Parking Spaces
0 - 3	0
4 - 20	2
21 - 40	4
41 or more	1 per every 10 spaces or fraction thereof

Notes

⁹²² Amended, Bill No. [150264](#) (approved June 16, 2015).

(2) Location of Bicycle Parking Spaces.

- (a) All required bicycle parking on the lot shall be located along an accessible route as defined by the Philadelphia Building Code. Accessible routes shall be provided between the required on-lot bicycle parking and any public bicycle lanes, paths, or routes on adjacent streets.
- (b) Bicycle racks may be placed in the public right-of-way to achieve the required number of spaces under this

subsection, provided that the building owner enters into a maintenance agreement with the Streets Department and an approval for the installation is obtained from the Streets Department prior to the issuance of any required zoning permit. No additional encroachment ordinance shall be required.

(c) All required bicycle parking spaces outside a building shall be located within a 50 ft. radius of the primary building entrance except in the following circumstances:

(.1) When bicycle parking spaces are to be located on the lot outside a building, L&I may modify or waive this requirement if it would cause a conflict with any other code provision, but all required spaces shall be located as close to the primary building entrance as site conditions allow.

(.2) When bicycle parking spaces are to be located in the public right-of-way, the Department of Streets may modify or waive this requirement if it would result in excessive sidewalk clutter, impede pedestrian circulation, or cause a conflict with any other code or regulation, but all required spaces shall have convenient access to building entrances that are typically open to intended users.

(.3) Bicycle parking spaces located in attended parking facilities shall be located next to the attendant booth or within an area under regular surveillance.

(3) Security.

(a) Rack elements, or the part of the bike rack that supports one bicycle, shall comply with standards established by L&I and the Streets Department and shall support the bicycle frame at two locations, prevent the bicycle from tipping over, and enable the frame and one or both wheels to be secured with a user-supplied locking device.

(b) If provided, bicycle storage facilities shall be provided with tamper-proof locks. When multiple bicycles are stored together, provisions shall be made for locking bicycles individually.

(4) Regulations.

L&I and the Streets Department are authorized to promulgate such rules and regulations as are necessary or appropriate to implement the provisions of this subsection.