

17.72.070 Bicycle parking standards.

A. *Applicability.*

1. The provisions of this section shall apply to:

- a. New multi-unit residential developments, nonresidential developments, and community and institutional facilities.
- b. Existing nonresidential developments that involve a change in use. A change in occupancy is not considered a change in use unless the new occupant is in a different use classification than the former occupant.
- c. Existing multi-unit residential and nonresidential developments that involve expansion, intensification, addition, or any other changes to the site requiring planning approval or a building permit.

B. *Required Bicycle Spaces.* Parking for bicycles shall be provided in accordance with Table 3-6: Required Bicycle Parking, unless exempted through subsection D (Alternative Compliance) of this section.

Table 3-6: Required Bicycle Parking				
Land Use	Example	Standard (Number of Bicycle Parking Spaces)	Short Term	Long Term
Residential	All residential housing types	2 per unit, plus 1 guest per every 5 units	Guest spaces	2 per unit
Residential—Group living	Fraternity/sorority, co-op housing	1 per bed	25%	75%
Lodging	Hotel, motel, homeless shelters	1 per 10 guest rooms	50%	50%
Restaurant—Quick serve	Deli, coffee shop, bar/tasting rooms	1 per 150 sf	75%	25%

Table 3-6: Required Bicycle Parking				
Land Use	Example	Standard (Number of Bicycle Parking Spaces)	Short Term	Long Term
Restaurant—Sit down	Restaurant, accessory dining areas	1 per 500 sf	75%	25%
General Retail and Personal Services	Grocery store, hardware store, personal services, handicraft	1 per 1,000 sf	75%	25%
Office and Financial Institutions	General office, medical, clinic, research and development, banks	1 per 1,500 sf	75%	25%
Food and beverage manufacturing, woodworking		1 per 2,000 sf	25%	75%
Large Scale Commercial Retail and Services	Garden supply, furniture stores, repair shops, auto dealership	1 per 2,500 sf	75%	25%
Industrial and Hospitals	Warehousing, manufacturing, hospitals	1 per 7,500 sf	25%	75%
Shopping Center	Mix of personal services, retail, restaurants, offices	20% of motor vehicle spaces required	75%	25%
Civic, Cultural, Public and Religious Assembly	Library or museum, places of public or religious assembly	20% of motor vehicle spaces required	75%	25%

Table 3-6: Required Bicycle Parking				
Land Use	Example	Standard (Number of Bicycle Parking Spaces)	Short Term	Long Term
Theater, health clubs, gymnastics, yoga, martial arts, etc.		40% of motor vehicle spaces required	75%	25%
Educational Facilities	Schools, day care	As determined by the director		
Transportation Facilities	Parking Structures, Transit Stations/ Terminals	As determined by the director		
Outdoor Recreation	Parks, sports fields, community gardens	As determined by the director		
Downtown (C-D) Zone	Includes all nonresidential land use types	Apply same standards for land uses above when feasible. Facilities may be shared or expanded in close proximity, as determined by the director.		
<p>Notes:</p> <ol style="list-style-type: none"> 1. sf = square feet of gross floor area 2. Minimum Requirements. All nonresidential uses shall provide a minimum of two bicycle parking spaces per site. In the case of multi-tenant nonresidential buildings, minimum required bicycle parking shall be two spaces per unit. Alternative compliance may supersede this requirement. 3. Mixed-Use and Mix of Uses. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses. 4. Short-term and long-term percentages listed in this table are intended as guidelines subject to a final determination by the director. 				

C. *Required Bicycle Parking Location and Standards.*

1. *General.* All bicycle parking spaces shall be provided on the same parcel as the building or use to which such spaces are required, unless the city has established programs allowing for shared parking arrangements at bicycle corrals. All short-term bicycle spaces shall be located at the ground floor level and near or within visual site distance of building entrances.

2. *Downtown Parking District—All Nonresidential Uses.* Businesses and developments within the downtown parking district are not required to provide bicycle parking on site if adequate on-site space is not available, as determined by the director. The city shall permit required bicycle parking within the public right-of-way for the downtown parking district area in locations and amounts determined by the director. Downtown multi-unit residential developments shall comply with the requirements of this section.

D. *Alternative Compliance.* Alternative compliance, as established in this subsection, may be applied to all land use classifications.

1. Upon written request by the applicant, the director may approve alternative compliance from the provisions of this section through an approved director's action (Chapter [17.108](#): Director's Action), 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.

2. Considerations used in the determination may include, but are not limited to:

- a. Physical site planning constraints;
- b. Proximity to existing bicycle parking;
- c. Projects that cannot be classified into the provided land use categories;
- d. Provision of enhanced bicycle facilities provided in the development;
- e. Inclusion of the site within a larger development for which adequate bicycle parking is already provided;
- f. Unforeseen circumstances or individual land use changes. (Ord. 1705 § 37, 2021; Ord. 1657 § 16, 2019; Ord. 1650 § 3 (Exh. B), 2018)

The San Luis Obispo Municipal Code is current through Ordinance 1733, passed March 5, 2024.

Disclaimer: The City Clerk's Office has the official version of the San Luis Obispo Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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