

24.12.250 BIKE PARKING REQUIREMENTS.

1. Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy.

2. Bike Spaces and Type Required. Bicycle parking facilities' quantity and type shall be provided in accordance with the following schedule, with fractional quantity requirements for bike parking over one-half to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bike rack classifications listed in subsection (4).

	Example	Number of Bicycle Parking Spaces Required	Classification Class 1 = Long-Term Class 2 = Short-Term
Industrial	Warehousing, manufacturing	1 per 7,500 square feet, minimum 2 spaces	80% Class 1 20% Class 2
Office and financial institutions	General office, medical, clinic, research and development, banks	1 per 1,500 square feet, minimum 2 spaces	20% Class 1 80% Class 2
Retail/service or other commercial	Grocery store, hardware store, personal services, handicraft	1 per 1,000 square feet, minimum 2 spaces	20% Class 1 80% Class 2
Restaurant/bar	Restaurant, deli, coffee shop, bar/tasting rooms	1 per 500 square feet, minimum 2 spaces	20% Class 1 80% Class 2
Multifamily residential (3 or more units)	Housing developments with 3 or more units	See classification column	Class 1 – 1 space per unit – garages or secure accessible indoor areas count Class 2 – 1 space

			per 4 units, minimum 2 spaces
Commercial recreation	Sports arenas, theaters	See classification column	Class 1 – 1 per 10,000 square feet Class 2 – 1 per 40 seats, minimum 10
Civic uses (civic, cultural, public, and religious assembly)	Library or museum, places of public or religious assembly	1 per 1,000 square feet	10% Class 1 90% Class 2
Schools		1 per 5 students	20% Class 1 80% Class 2* *Must be in secure area such as bike cage or within gated school grounds, preferably with weather protection such as roof
Park-and-ride lots		1 per 10 auto parking spaces, minimum 2 spaces	100% Class 1
Transit centers		See classification column	30 Class 1 spaces 12 Class 2 spaces
Lodging	Hotel, motel	1 per 5 rooms/units	10% Class 1 90% Class 2
Commercial parking		1 per 10 auto parking spaces	100% Class 1
Parking District No. 1 – Residential uses	Multifamily housing	See classification column	1 Class 1 bicycle parking space per unit 1 Class 2 bicycle parking space per 15 units
Parking District	Any nonresidential	1 per 1,000 square	25% Class 1

No. 1 – Nonresidential uses	uses in district	feet	75% Class 2 The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.
Emergency shelters	See Section 24.12.1610	1 per 3 occupants	25% Class 1 75% Class 2 The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.

3. For projects requiring twenty or more bike parking spaces, a bike fix-it station is required. A fix-it station shall include at a minimum a bicycle pump; 2.5, 3, 4, 5, 6, and 8 mm Allen wrenches; 8, 9, 10, 11, 15, and 32 mm box wrenches; two tire levers; and a Phillips and flat head screwdriver. For projects requiring twenty or more bicycle parking spaces, a minimum of five percent of required bicycle parking spaces must have a larger footprint of three feet by ten feet, which must be provided in a horizontal, floor level rack. These spaces will be available for larger bicycles such as e-bikes, cargo bikes, bikes with trailers, and other larger bicycles.

4. Classification of Facilities.

- a. “Class 1 bicycle facility” means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather. Class 1 facilities are intended for long-term storage.
- b. “Class 2 bicycle facility” means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must provide two points of contact to bicycle frames, so that they are easily usable with both U-locks and cable locks. Racks should support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down. The preferred Class 2 bike rack style is an inverted U, which meets code requirements. Racks that support a bike primarily by a wheel, such as standard “wire racks,” are damaging to wheels and thus are not acceptable. Class 2 facilities are intended for short-term storage.

5. Location and Design of Facilities.

- a. Bicycle parking shall be located in well-lit locations within forty feet of the building’s entrance and clustered in lots not to exceed sixteen spaces each.

- b. Bicycle parking facilities shall provide two points of contact to bicycle frames to support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities shall be located in highly visible, well-lit areas to minimize theft and vandalism.
- d. Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
- e. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture.
- f. Racks must not be placed close enough to a wall or other obstruction so as to make use difficult. There must be sufficient space (at least twenty-four inches) beside each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least six feet to the front or rear of a bike parked in the facility.
- g. Paving is not required, but the outside ground surface shall be finished or planted in a way that avoids mud and dust.
- h. Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, poles or other similar features.
- i. Any bicycle parking provided in double-decker bicycle racks shall have a lift-assist mechanism to aid the user in parking their bicycle on the upper rack.
- j. If vertical wall hanging bicycle racks are used for Class 2 bicycle parking, thirty percent of required Class 2 bicycle parking must be provided in racks that meet Class 2 requirements in subsection (4)(b) at ground level.
- k. If required Class 2 bicycle parking is not clearly visible to bicyclists approaching from adjacent public roadways or paths, signs shall indicate the locations of the facilities on the exterior of the building at each major entrance and in other appropriate locations. Where necessary, additional directional signage to the bicycle parking area shall be provided.

6. Variation to Requirements.

- a. Substitution of Car Parking With Bike Parking. New and preexisting developments may reduce up to ten percent of their parking requirement with the provision of unrequired additional bike parking, as long as

the spaces are conveniently located within forty feet of a building entrance. This parking reduction must yield at least six bike parking spaces per converted auto space. These bike parking spaces shall be in addition to the bike parking facilities required by this section, and provided in the same ratio of Class 1 and Class 2. The total available parking reduction granted shall be calculated in conformance with the city parking reduction worksheet in effect at the time a complete planning application is submitted.

b. Where the provision of bike parking is not feasible, the requirements may be waived or reduced to a feasible level by the zoning administrator in accordance with city bike parking standards.

c. Downtown Parking District – All Nonresidential Uses. Businesses and developments within Parking District No. 1 are not required to provide Class 2 bicycle parking on site if adequate on-site space is not available, as determined by the planning 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 of public works.

(Ord. 2023-06 § 3, 2023; Ord. 2020-21 § 3, 2020; Ord. 2017-02 § 3, 2017; Ord. 95-20 § 1, 1995; Ord. 94-15 § 1, 1994).