

APPENDIX A: DRAFT ORDINANCE AMENDMENTS

Section 14.75.010 – Intent

- A. It is the intent of the City Council in adopting this chapter to implement best practices for bicycle parking.
- B. These standards are adapted from the Santa Clara Valley Transportation Authority’s Bicycle Technical Guidelines: A Guide for Local Agencies in the Planning, Design and Maintenance of Bicycle Facilities and Bicycle-Friendly Roadways (Revision No. 3), March 3, 2022.
- C. These standards are intended to apply based upon the proposed use for a particular development project, without regard to the zoning or general plan designation of the site.
- D. As used in this chapter, a “development project” includes the construction or substantial reconstruction of:
 - 1. A multifamily housing development project of five or more units,
 - 2. Any facility wherein four or more employees will be regularly employed, or
 - 3. Any parking lot or other parking facility not dedicated to another use.
- E. These standards are intended to be interpreted and applied in an objective manner. If any provision of this chapter is determined to be ambiguous, then the director of development services, in consultation with the city attorney, is authorized and directed to interpret the provision to give it an objective, consistent, and unambiguous meaning. All such interpretations shall be in writing and shall be available for copying and inspection upon request to the director or designee.

Section 14.75.020 – General Prohibition

- A. Unless a modification to standards is granted pursuant to Section 14.75.030, no design review permit, use permit, building permit, or similar entitlement shall be issued by the city for any development project unless the development project is designed consistently with the standards set forth in this chapter.
- B. The requirements of this chapter apply in addition to any other applicable legal requirements, including any building code provisions or any standards promulgated under the Americans with Disabilities Act or other disability access laws. To the extent of any conflict between these rules and any rules promulgated under state or federal law, the latter shall control.

Section 14.75.030 – Request for Modification to Standards

- A. An applicant for entitlements subject to this chapter may apply to the Complete Streets Commission (or other subordinate body designated by the City Council by resolution) for a modification to standards.
- B. The request for modification shall include an explanation of the reasons for the request and an explanation of any alternative proposal of the applicant, including site plan drawings. The applicant may submit any other evidence he or she deems appropriate to support the request.
- C. The request shall be heard within sixty (60) calendar days after it is received by planning staff.

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- D. The denial of a request for modification to standards may be appealed to the City Council within fifteen (15) days after denial of the request is announced on the record or received in writing by the applicant, whichever shall come first.
- E. A request for modification to standards shall be granted if the approval authority finds based on substantial evidence in the record that either:
 - 1. The applicant's proposal is superior to the standards set forth in this chapter; or
 - 2. It is physically impractical or financially infeasible to comply with one or more requirements of this chapter, and the applicant has proposed an alternative to compliance that meets the general intent of the standard(s) from which a modification is requested.

Section 14.75.040 – Bicycle Parking Requirements

- A. Short-term bicycle parking space design standards (Class II bicycle parking).
 - 1. Shall be located on a hard and stable surface such as concrete, asphalt, or pavers.
 - 2. Shall be securely anchored to the ground so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
 - 3. Shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from pivoting and falling over, such as the inverted U-rack design.
 - 4. Shall be composed of stainless steel or steel with any of the following finishes: galvanized, polyester-powder coat paint, thermoplastic, or PVC jacket.
 - 5. Shall be located in a convenient, highly visible, and well-lit area near building entrances on private property. Any lighting provided shall be shielded away from adjacent properties.
 - 6. If located within vehicle parking areas, shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.
 - 7. Short-term bicycle parking provided at educational facilities including, without limitation, primary schools, secondary schools, and post-secondary schools (including trade schools), whether public or private, shall be provided in locked, gated spaces.
- B. Long-term bicycle parking space design standards (Class I bicycle parking).
 - 1. Long-term bicycle parking provided through bicycle lockers shall meet the following requirements:
 - a. Shall not be intended for use by more than two bicycles per locker.
 - b. Shall have minimum dimensions of 42 inches wide, 75 inches deep, and 54 inches high.
 - c. Must be able to withstand a load of 200 pounds per square foot and opened doors must be able to withstand a 500-pound minimum vertical load.
 - d. Shall not be coin operated or require any charge for use.

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2. Long-term bicycle parking provided through locked storage rooms shall meet the following requirements:
 - a. Long-term parking shall be fully enclosed or located indoors. These enclosures could be located inside a building or parking garage. All long-term parking areas shall be well-lit with overhead lighting.
 - b. Any windows shall be made of shatterproof glass to prevent vandalism and theft.
 - c. Doors shall lock automatically and shall be equipped with deadbolt locks. Only metal doors shall be used, and entryways shall comply with disability access laws.
 - d. Users shall be able to secure their bikes to racks located inside the space with user-provided U-locks.
 - e. Ceiling heights must be at least 8 feet.
 - f. Minimum aisle widths shall be 75 inches to provide space for maneuverability.
 - g. A minimum of one quad outlet for electric bicycle charging shall be provided per project. The minimum voltage for each outlet shall be 120 volts.
 1. If twenty or more long-term bicycle parking spaces are required to be provided, then an additional charging station shall be provided for every twenty long-term bicycle parking spaces required, or fraction thereof. Signage shall be provided to direct individuals to charging outlets.

C. Number of bicycle spaces required.

1. The minimum number of short-term and long-term bicycle parking spaces shall be provided for each development or use as shown in the following table. Any use requiring five-tenths or more parking space shall be deemed to require a full space.

Use	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Cultural or Recreational (Includes Theaters, Museums, Religious Institutions, Private Clubs, and Gyms)	1 space per 1,000 sq. ft.	1 space per 10 employees
Day Care Facilities	1 space per 25 children	1 space per 10 employees
Emergency Shelters and Transitional Housing	0.2 space per bed	1 space per 10 employees
Government and Institutional	1 space per 3,000 sq. ft.	1 space per 20 employees
Hotels and Motels	1 space per 15 rooms	1 space per 10 employees
Hospitals, Residential Care Homes, Convalescent Homes	1 space per 30 beds	1 space per 10 employees
Industrial	1 space per 5,000 sq. ft.	1 space per 5,000 sq. ft.

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Medical & Dental Clinics	1 space per 2,000 sq. ft.	1 space per 10 employees
Multifamily Residential	1 space per 20 units	1.5 per unit
Offices	1 space per 10,000 sq. ft. or a minimum of 2, whichever is greater.	1 per 2,000 sq. ft. or a minimum of 4, whichever is greater.
Personal Service	1 space per 2,000 sq. ft.	1 space per 10 employees
Retail/Commercial	1 space per 2,000 sq. ft.	1 space per 10 employees
Restaurants	1 space per 800 sq. ft.	1 space per 10 employees
Private Schools	1 space per 4 students	1 space per 10 employees
Public Schools	1 space per 8 students	1 space per 10 employees
Other Uses	Same as most similar use listed as determined by the Development Services Director	Same as most similar use listed as determined by the Development Services Director