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**Sent:** Monday, November 14, 2022 4:36 PM

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**Subject:** Objective standards and bike parking

Good afternoon,

First of all, I am hugely appreciative of the strong collaboration between the consultants, staff, planning commission, residents and architects to produce the objective standards we are preparing to review tomorrow night. So many different areas have been discussed, refined and improved. I think the extra time taken by the planning commission to get more input has been worth it.

That said, there is one area I think was left open and could lead to unintended consequences. Bike parking is too vague and could possibly lead to large areas of empty bike racks.

Without specifying high-quality bike racks and protected bike parking, we could end up with a tract of 50 mostly empty bike racks for a 50-unit building.

Looking at the bike parking for new multifamily construction, both Santa Cruz and Palo Alto have similar requirements, and spell out the type of bike parking that will lead to safe, secure, usable bike parking. Allowing a builder to just put in front-wheel bike racks will force residents to keep their bikes in their condos or apartments, defeating the point of the mandated bike parking.

I really like the Santa Cruz requirements below.

<https://www.cityofsantacruz.com/home/showpublisheddocument/82030/637383695642570000>

From Santa Cruz:

**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, except when the project property is located within the Parking District Number 1.

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 (3). Fractional amounts of the type of parking facilities may be shifted as desired: Number of Bicycle Parking Spaces Required

Classification	Number of Bicycle Parking Spaces Required
Multifamily residential (3 or more units)	
• 1 space per unit 100% Class 1 garages or secure accessible indoor areas count	
• One space per four units Class 2	

Multifamily residential (3 or more units)

- 1 space per unit 100% Class 1 garages or secure accessible indoor areas count
- One space per four units Class 2

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- 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.
- 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 be 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. Racks that support a bike primarily by a wheel, such as standard “wire racks,” are damaging to wheels and thus are not acceptable. (See Bikes are Good Business design guidelines.)

#### 4. Location and Design of Facilities.

- a. Bicycle parking should be located in close proximity to the building’s entrance and clustered in lots not to exceed sixteen spaces each.
- b. Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities should be located in highly visible, well-lighted 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.

Thank you,  
Maria

**Maria Ristow**

Vice Mayor, Los Gatos Town Council