

Appendix B. Bicycle Parking

This appendix presents a Downtown San Mateo bicycle parking plan, locations for recommended bicycle parking upgrades, and recommended bicycle parking requirements for new development.

B.1. Downtown Bicycle Parking Plan

The Downtown Bike Parking Plan (Plan) presents recommendations for bicycle parking throughout the City of San Mateo's downtown as well as designs for bicycle parking at seven specific locations. The recommended locations and layouts were chosen based on available right-of-way, proximity to businesses that attract bicyclists, and impacts to pedestrian activity and automobile parking.

The seven designs presented on the following pages include descriptions of the proposed modifications and identification of benefits, impacts to the pedestrian activity and automobile parking.

The seven locations discussed in the Downtown Bike Parking Plan are:

- 3rd Avenue and San Mateo Drive
- 3rd Avenue and B Street
- 5th Avenue and B Street
- 4th Avenue between El Camino Real and San Mateo Drive
- 3rd Avenue and Ellsworth Avenue
- 3rd Avenue between El Camino Real and San Mateo Drive
- Ellsworth Avenue between 1st Avenue and 2nd Avenue

This Plan recommends the City conduct outreach in English and Spanish to visitors, employers and employees regarding use of Downtown bicycle parking.

This page intentionally left blank.



Figure B-1: Downtown Bicycle Parking Map



Figure B-2: 3rd Avenue and San Mateo Drive Bicycle Parking Photo Simulation

B.1.1. 3rd Avenue and San Mateo Drive

B.1.1.1. Description

The recommended bicycle parking at 3rd Avenue and San Mateo Drive is adjacent to several businesses that attract patrons on bicycles, including Baskin Robins and Togo's, in the heart of downtown San Mateo. The project would create four bicycle parking spaces at a red curb zone area in an area with limited available right-of-way. The bicycles would be protected with bollards and rubber parking blocks.

B.1.1.2. Benefits

Parking spaces for four bicycles would be placed in an area where there is little available space for siting bicycle racks in the sidewalk zone.

B.1.1.3. Impacts to Pedestrian Activity

None. The bicycle racks would be placed outside of the pedestrian zone and will not block pedestrians exiting their automobile and accessing the sidewalk.

B.1.1.4. Impacts to Automobile Parking

None. This project will occupy unused on-street space and no automobile parking spaces will be removed.

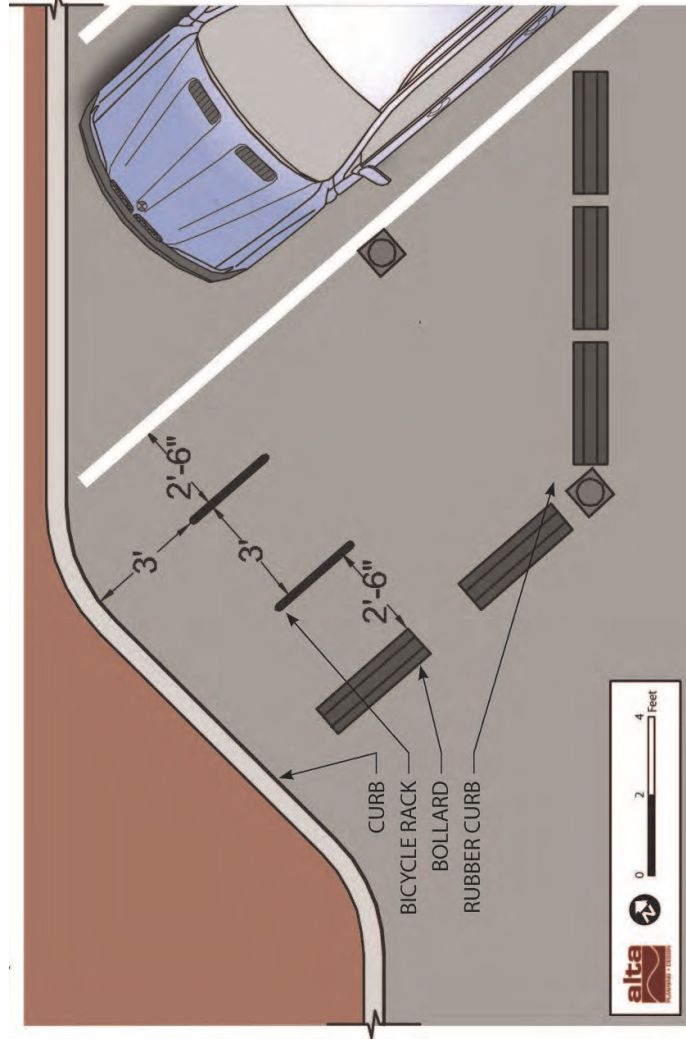


Figure B-3: 3rd Avenue and San Mateo Drive Bicycle Parking Plan View



Figure B-4: 3rd Avenue and B Street Photo Simulation

B.1.2. 3rd Avenue and B Street

B.1.2.1. Description

The recommended bicycle parking at 3rd Avenue and B Street is adjacent to a major bicycle attractor, Peet's Coffee, in the heart of downtown San Mateo. The project would replace one auto parking space with parking for eight bicycles in an area with limited available right-of-way. The bicycles would be protected with bollards and rubber parking blocks. In addition, edgeline striping and cross hatching would direct motorists around the turn when entering 3rd Avenue from B Street and away from the bollards outside the travel lane.

B.1.2.2. Benefits

Parking spaces for eight bicycles would be placed in an area where there is little available space in the sidewalk zone.

B.1.2.3. Impacts to Pedestrian Activity

None. The bicycle racks would be placed outside of the pedestrian zone and will not block pedestrians exiting their automobile and accessing the sidewalk.

B.1.2.4. Impacts to Automobile Parking

Removal of one auto parking space.

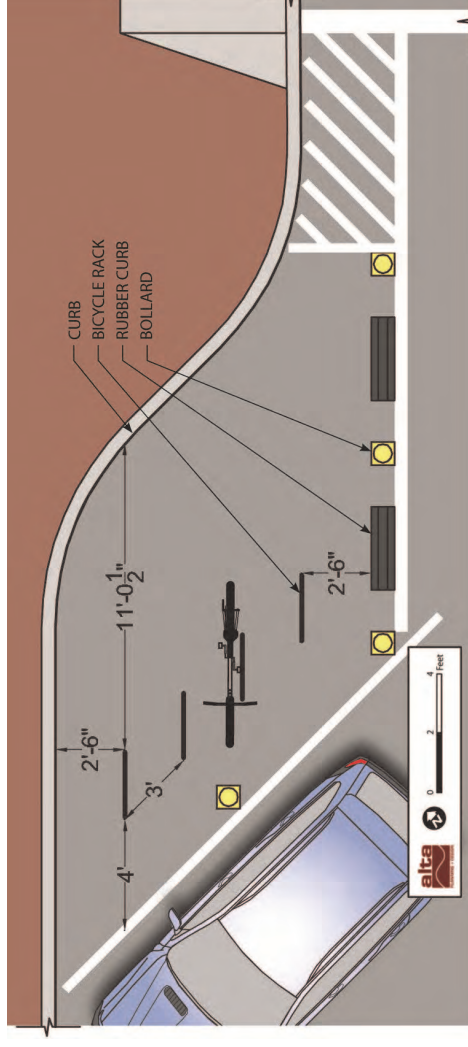


Figure B-5: 3rd Avenue and B Street Bicycle Parking Plan View



Figure B-6: 5th Avenue and B Street Photo Simulation

B.1.3. 5th Avenue and B Street

B.1.3.1. Description

The recommended bicycle parking on B Street at 5th Avenue between is adjacent to a major bicycle attractor, Talbotts Toyland and Cyclery. The project would replace one auto parking space with parking for eight bicycles in an area with limited available right-of-way. The bicycles would be protected with bollards and rubber parking blocks.

B.1.3.2. Benefits

Parking spaces for eight bicycles would be placed in an area where there is little available space in the sidewalk zone.

B.1.3.3. Impacts to Pedestrian Activity

None. The bicycle racks would be placed outside of the pedestrian zone and will not block pedestrians exiting their automobile and accessing the sidewalk.

B.1.3.4. Impacts to Automobile Parking

Removal of one auto parking space.

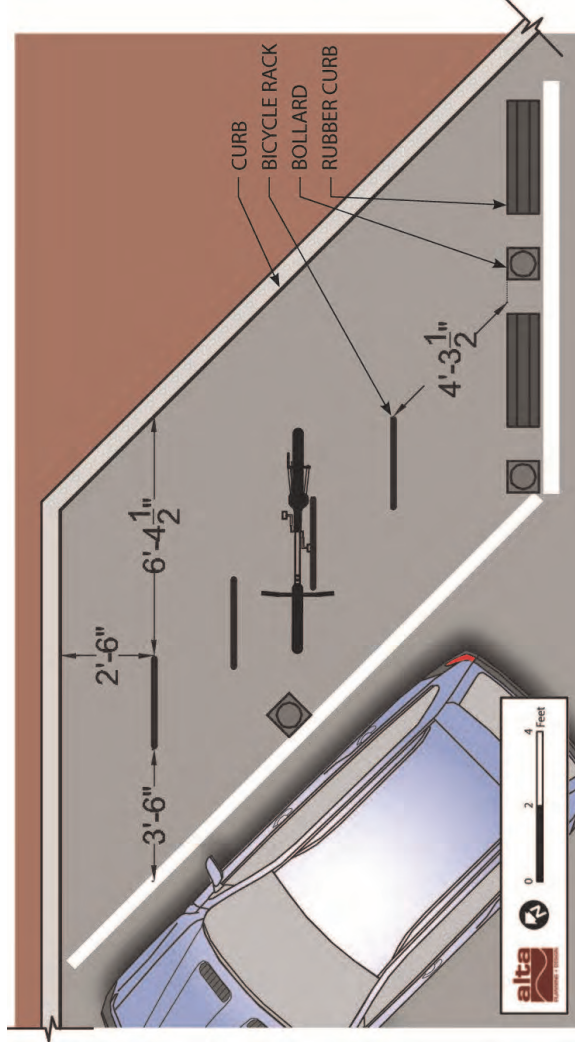


Figure B-7: 5th Avenue and B Street Bicycle Parking Plan View



Figure B-8: 4th Avenue between El Camino Real and San Mateo Drive Photo Simulation

B.1.4. 4th Avenue between El Camino Real and San Mateo Drive

B.1.4.1. Description

The recommended bicycle parking on 4th Avenue between El Camino Real and San Mateo Drive is adjacent to several food service businesses that regularly attract customers on bicycles, including Starbucks, Noah's Bagels and Jamba Juice. The project would replace one auto parking space with parking for eight bicycles in an area with limited available right-of-way. The bicycles would be protected with bollards and rubber parking blocks.

B.1.4.2. Benefits

Parking spaces for eight bicycles would be placed in an area where there is little available space in the sidewalk zone. Existing conditions include automobile impacts to the adjacent midblock crosswalk. Cars backing out of the parking space impede on the crosswalk. This bicycle parking project will remove that conflict.

B.1.4.3. Impacts to Pedestrian Activity

The bicycle racks would be placed outside of the pedestrian zone and will not block pedestrians exiting their automobile and accessing the sidewalk.

This project would remove automobile conflict with pedestrians in the crosswalk and therefore improve the pedestrian environment.

B.1.4.4. Impacts to Automobile Parking

Removal of one auto parking space.

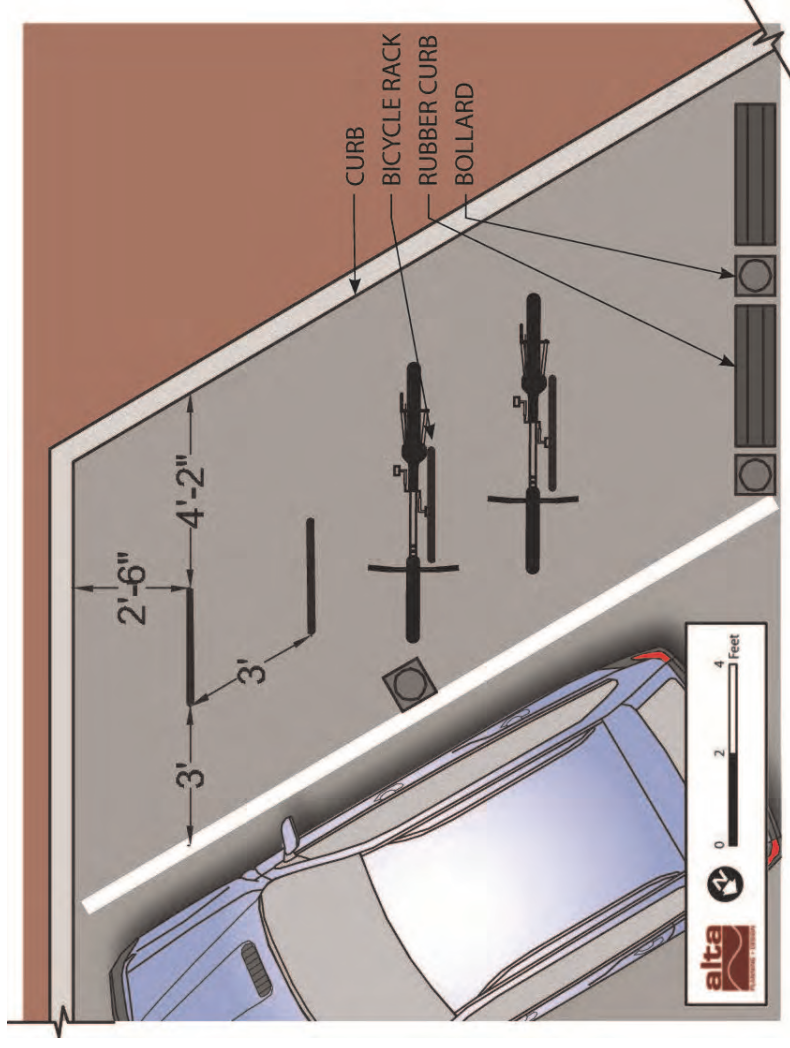


Figure B-9: 4th Avenue between El Camino Real and San Mateo Drive Bicycle Parking Plan View



Figure B-10: 3rd Avenue and Ellsworth Avenue Photo Simulation

B.1.5. 3rd Avenue and Ellsworth Avenue

B.1.5.1. Description

The recommended bicycle parking on 3rd Avenue at Ellsworth is on an existing curb extension in an area with otherwise limited available right-of-way. The project would place parking for six bicycles near attractors such as Walgreens, Aaron Brothers and many restaurants. The bicycles would be adjacent to the through pedestrian zone but would not impact pedestrian activity.

B.1.5.2. Benefits

Parking spaces for six bicycles would be placed in an area where there is little available space.

B.1.5.3. Impacts to Pedestrian Activity

The bicycle racks would be placed outside the through pedestrian zone or path of travel and will not impact pedestrian activity

B.1.5.4. Impacts to Automobile Parking

None.

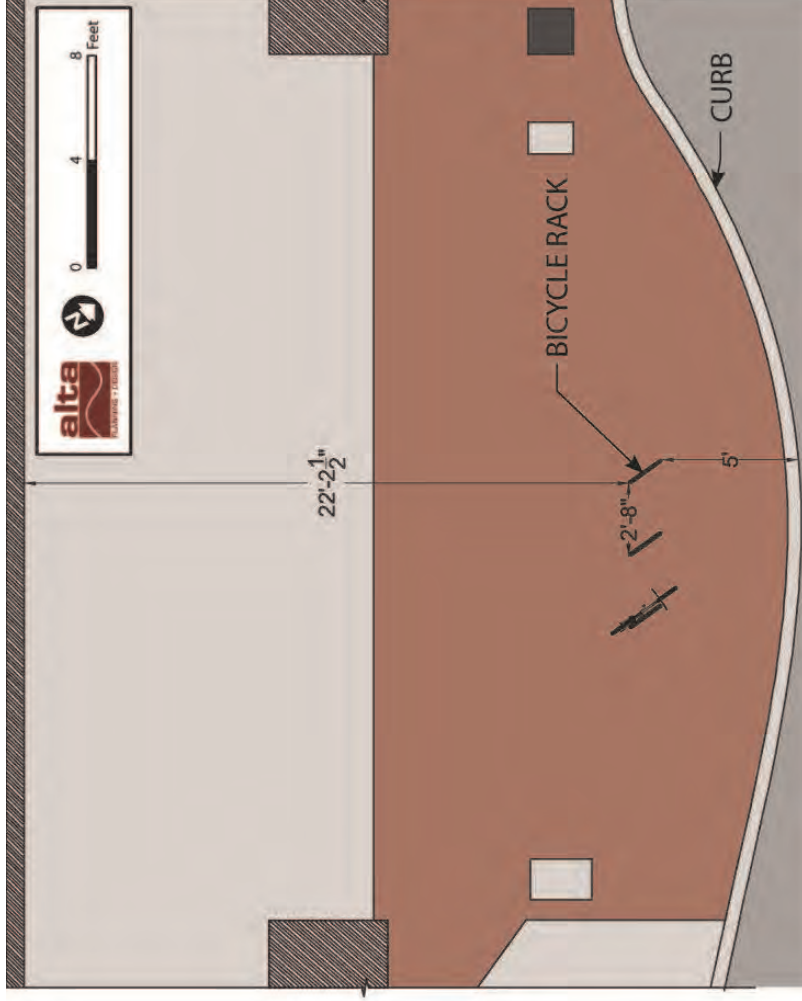


Figure B-11: 3rd Avenue and Ellsworth Avenue Bicycle Parking Plan View



Figure B-12: 3rd Avenue between El Camino Real and San Mateo Drive Photo Simulation

B.1.6. 3rd Avenue between El Camino Real and San Mateo Drive

B.1.6.1. Description

The recommended bicycle parking on 3rd Avenue between El Camino Real and San Mateo Drive is on an existing curb extension in an area with otherwise limited available right-of-way. The project would place parking for four bicycles near attractors such as restaurants and banks. The bicycles would be adjacent to the commercial loading zone however they will be outside the area used for loading and unloading.

B.1.6.2. Benefits

Parking spaces for four bicycles would be placed in an area where there is little available space.

B.1.6.3. Impacts to Pedestrian Activity

The bicycle racks would be placed outside the through pedestrian zone or pedestrian path of travel.

The bicycles will be near the pedestrian seating area but will not impact access or enjoyment.

B.1.6.4. Impacts to Automobile Parking

None.

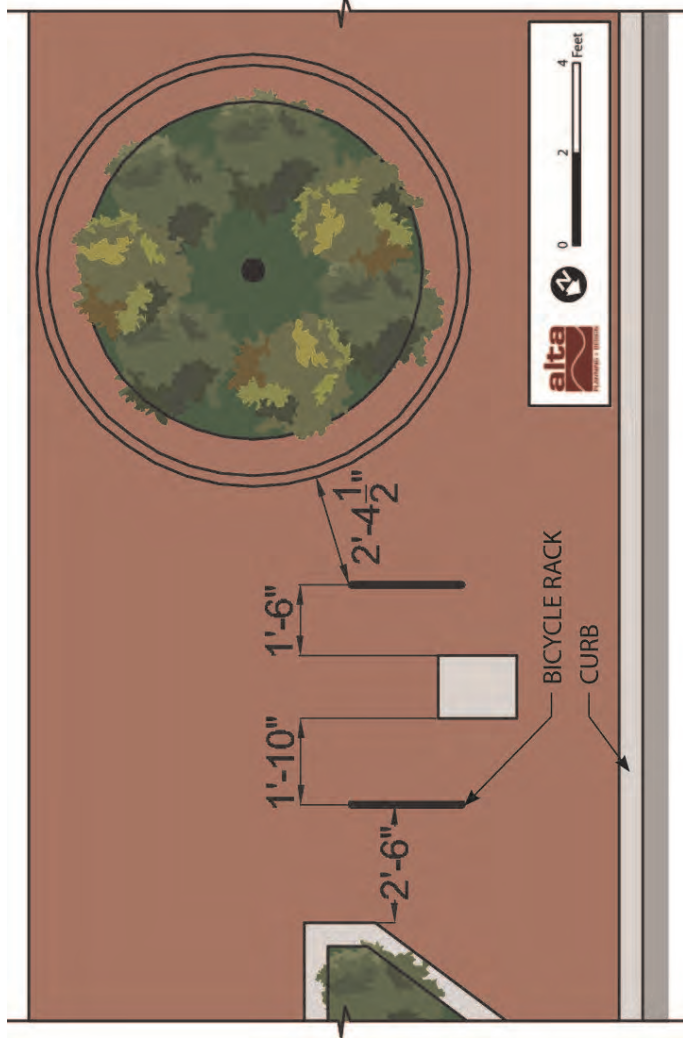


Figure B-13: 3rd Avenue between El Camino Real and San Mateo Drive Bicycle Parking Plan View



Figure B-14: Ellsworth Avenue between 1st Avenue and 2nd Avenue Photo Simulation

B.1.7. Ellsworth Avenue between 1st Avenue and 2nd Avenue

B.1.7.1. Description

The recommended bicycle parking on Ellsworth Avenue between 1st and 2nd Avenues would be in the existing sidewalk furnishing zone in an area with otherwise limited available right-of-way. The project would place parking for two bicycles in front of a large downtown office building at a red curb. The bicycles would not impact pedestrian activity.

B.1.7.2. Benefits

Parking spaces for two bicycles would be placed in an area where there is little available space.

B.1.7.3. Impacts to Pedestrian Activity

The bicycle racks would be placed outside the through pedestrian zone or path of travel and will not impact pedestrian activity.

B.1.7.4. Impacts to Automobile Parking

None.

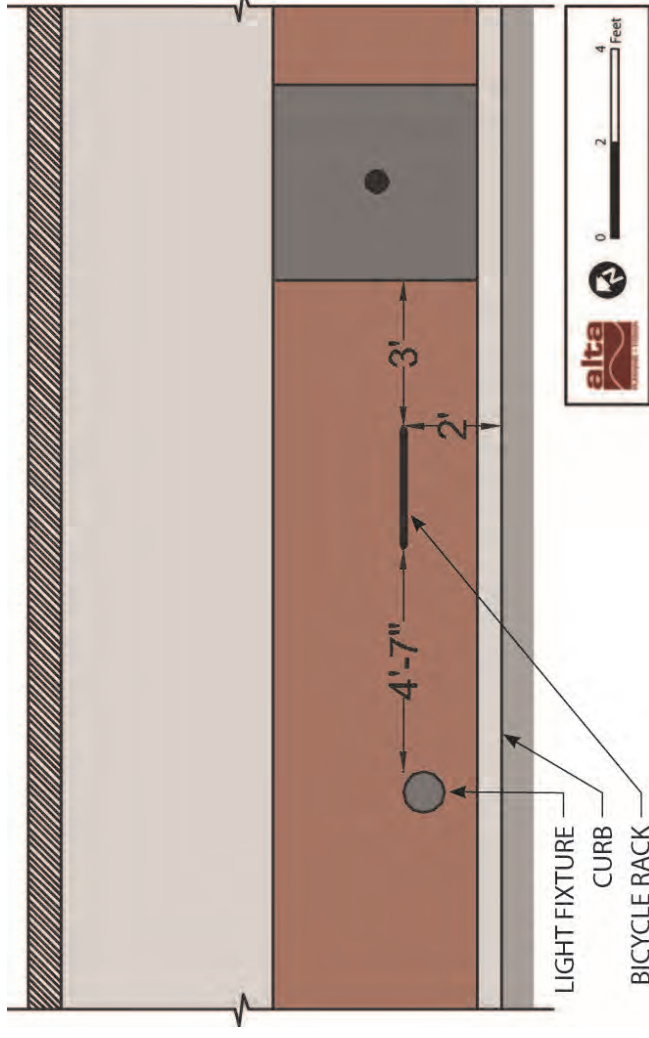


Figure B-15: Ellsworth Avenue between 1st Avenue and 2nd Avenue Bicycle Parking Plan View

B.2. Recommended Locations for Bicycle Parking at Civic Facilities

Community members expressed desire for improved bicycle parking at civic facilities including parks and recreation centers. Specific locations for improved bicycle parking are presented on the following pages.

B.2.1. Bay Meadows Linear Park

1010 Park Place, 94403

Uses: Open space, seating



Table B-1: Bay Meadows Linear Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.2.2. Bayside-Joinville Park Swim Center

2111 Kechoe Ave., 94403

Uses: Medium size playground, open space, recreation and swim center, baseball field, soccer field, and two tennis courts



Table B-2: Bayside-Joinville Park Swim Center Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
2	1 wave rack	Existing
A	2 U-racks	Install
B	2 U-racks	Install



B.2.2.3. Beresford Park and Recreation Center

2720 Alameda de las Pulgas, 94403

Uses: Recreation center, 4 tennis courts, bocce ball court, 3 baseball fields, 2 playground areas, basketball court, and community garden



Table B-3: Beresford Park and Recreation Center Proposed Bicycle Parking

ID	Type	Notes
1	1 wheel bender	Remove and install ID C
2	1 wave rack	Existing
3	1 wave rack	Existing
A	2 U-racks	Install
B	2 U-racks	Install
C	4 U-racks	Install



B.2.4. Central Park and Recreation Center

50 E. 5th Ave., 94401

Uses: Recreation center, rose garden, Japanese tea garden, 6 tennis courts, 1 baseball field, large playground area, picnic areas, and open space

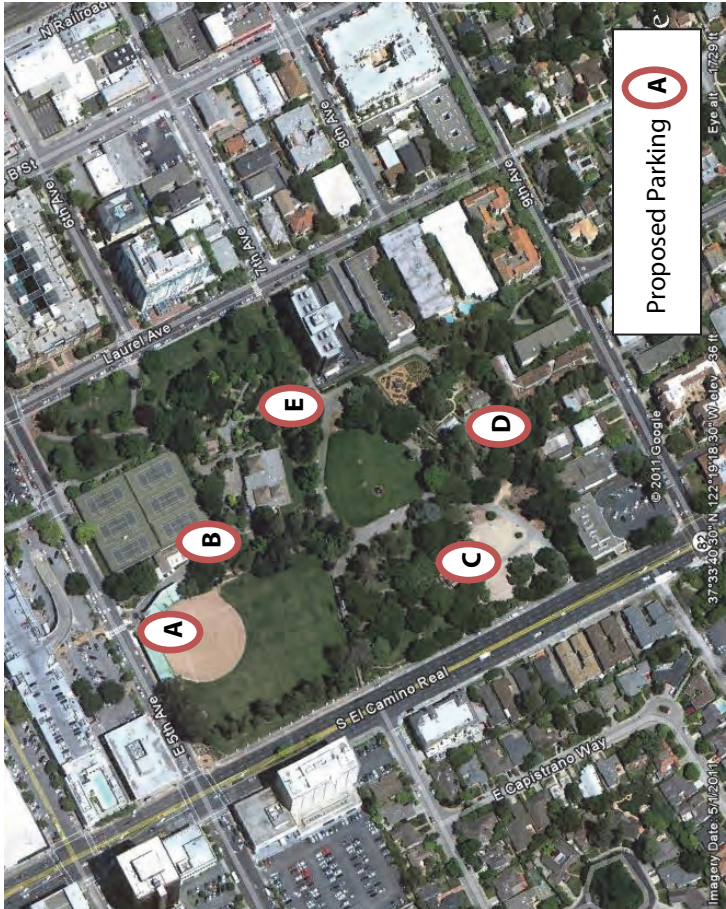


Table B-4: Central Park and Recreation Center Proposed Bicycle Parking

ID	Type	Notes
A	2 U-racks	Install
B	4 U-racks	Install
C	4 U-racks	Install
D	4 U-racks	Install
E	4 U-racks	Install

B.2.5. City Hall
330 W. 20th Avenue, 94403
Uses: Civic facility



Table B-5: City Hall Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
2	16 lockers	Existing
3	1 wave rack	Existing
A	4 U-racks (covered)	Install

B.2.6. Concar Playground
650 Connie Ave., 94404
Uses: Medium size playground and open space

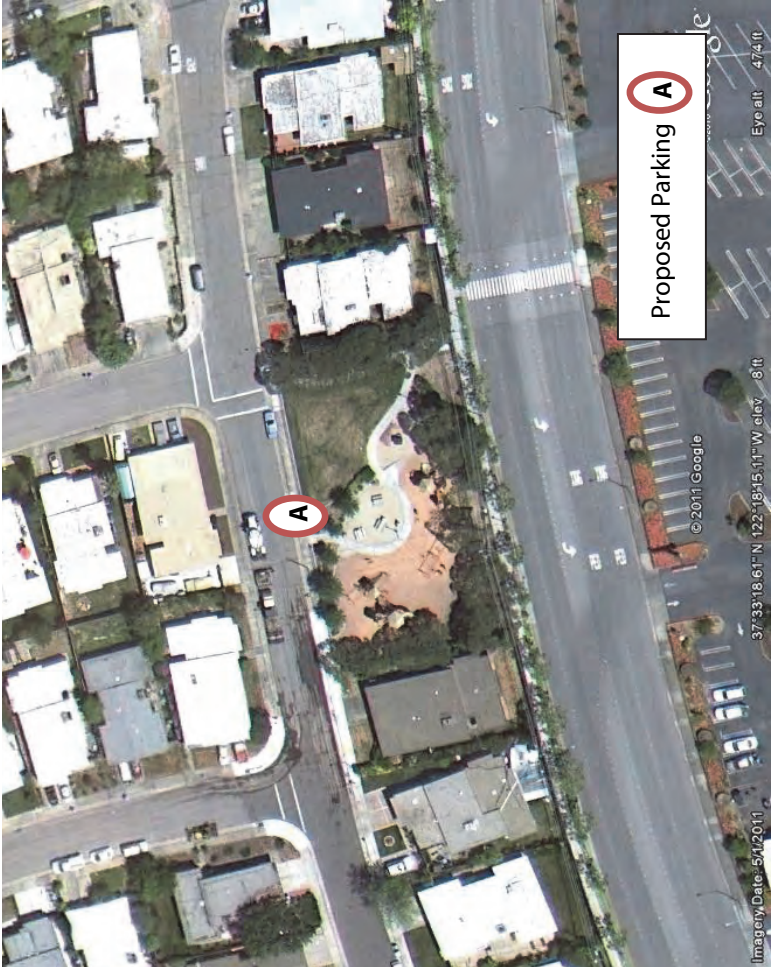


Table B-6: Concar Playground Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.7. Central Parking Structure

Downtown – Under San Mateo Drive ramp
Uses: Parking garage

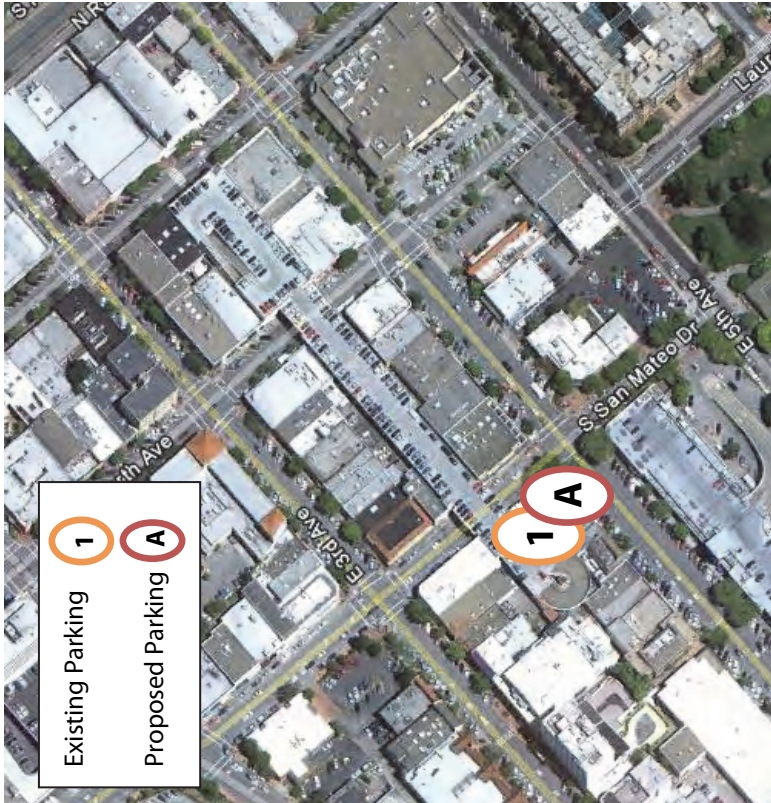


Table B-7: Central Parking Structure Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing (under ramp)
A	8 lockers and 4 U racks	Install

B.2.8. Harbor View Park

1775 Monte Diablo Ave., 94401

Uses: Medium size playground area, baseball field, half basketball court, and Bay trail access



Table B-8: Harbor View Park Proposed Bicycle Parking

ID	Type	Notes
1	3 U-racks	Existing
A	3 U-racks	Install

B.2.9. East Hillsdale Park

123 31st Ave., 94403

Uses: Small size playground, open space, and 1 tennis court

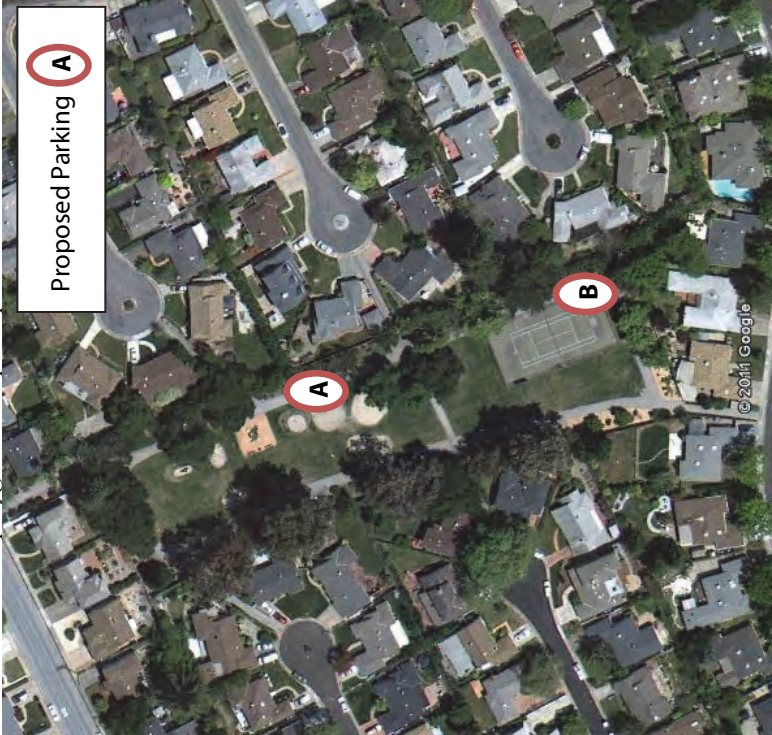


Table B-9: East Hillsdale Park Proposed Bicycle Parking

ID	Type	Notes
A	2 U-racks	Install
B	2 U-racks	Install

B.2.10. Fiesta Meadows Park

1141 Bermuda Dr., 94403

Uses: Open space and soccer field



Table B-10: Fiesta Meadows Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.11. Gateway Park

800 E. 3rd Ave., 94401

Uses: Open space, creek, and small size playground



Table B-11: Gateway Park Proposed Bicycle Parking

ID	Type	Notes
A	2 U-racks	Install

B.2.12. Indian Springs Park

313 W. 39th Ave., 94403

Uses: Open space and small size playground

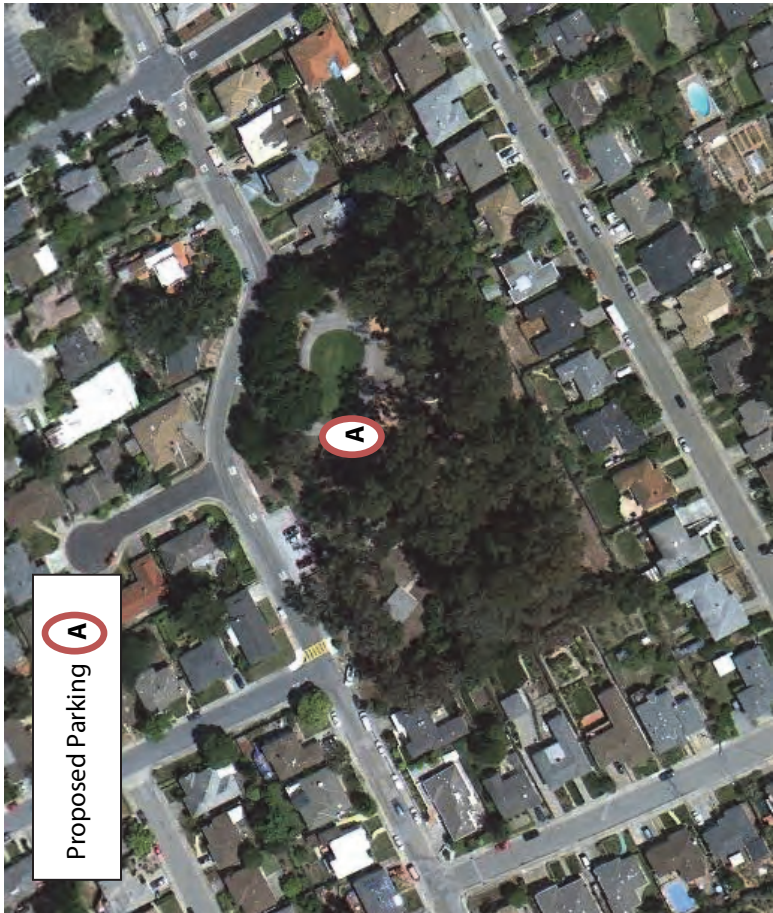


Table B-12: Indian Springs Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.13. Library, Hillsdale Branch

205 W. Hillsdale Blvd, 94403

Uses: Library, meetings

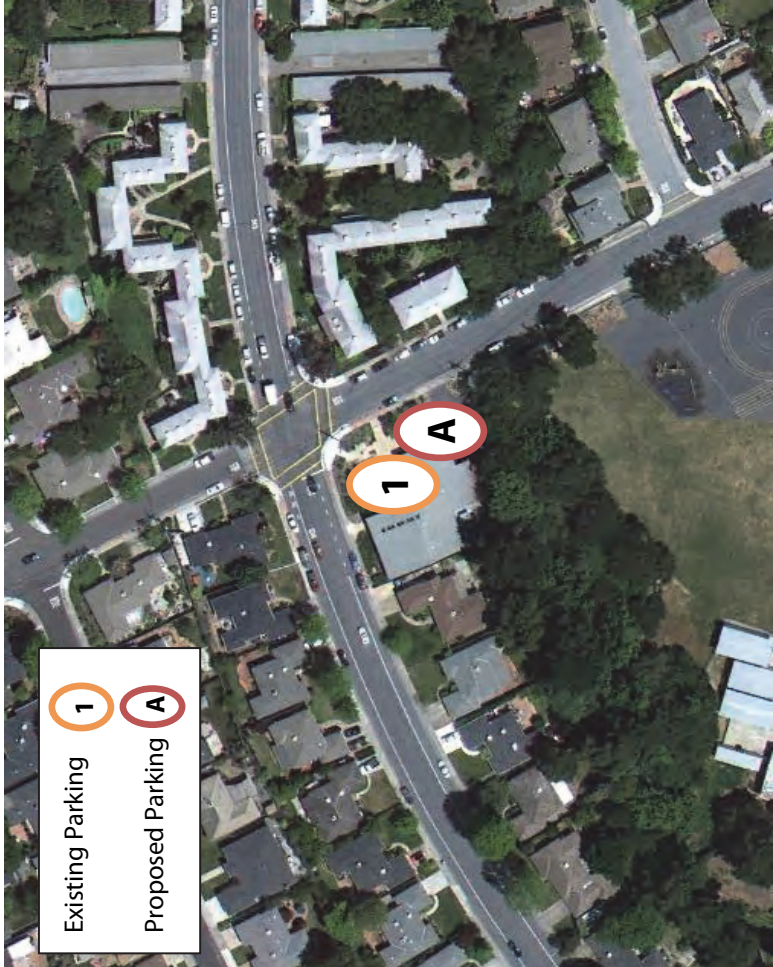


Table B-13: Hillsdale Branch Library Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
A	4 U-racks (covered)	Install

B.2.14. Library, Main Branch

55 W. 3rd Ave, 94402

Uses: Library, meetings



Table B-14: Main Branch Library Proposed Bicycle Parking

ID	Type	Notes
1	6 circle racks	Existing
A	4 U-racks (covered)	Install

B.2.15. Library, Marina Branch

1530 Susan Ct., 94403

Uses: Library, meetings



Table B-15: Marina Branch Library Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
A	4 U-racks (covered)	Install

B.2.16. Lakeshore Park and Recreation Center

1500 Marina Court, 94403

Uses: Recreation center, 2 baseball fields, small playground, basketball court, and beach access

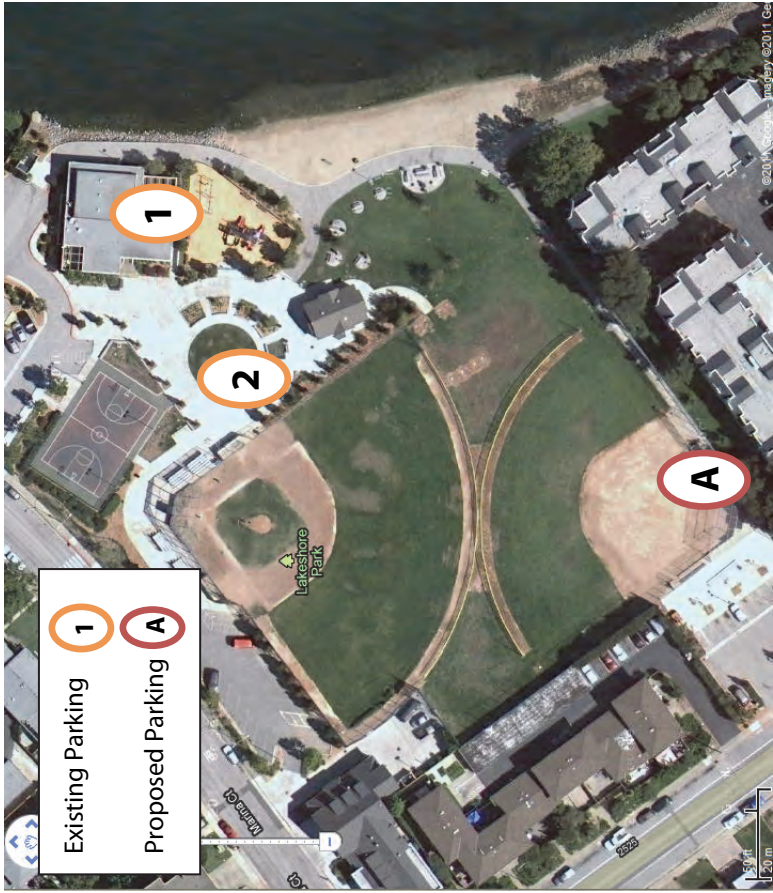


Table B-16: Lakeshore Park and Recreation Center Proposed Bicycle Parking

ID	Type	Notes
1	4 U-racks	Existing
2	4 U-racks	Existing
A	4 U-racks	Install

B.2.17. Laurelwood Park

3471 Glendora Dr., 94403

Uses: 2 playgrounds, open space, access to Sugarloaf Mountain, and trails



Table B-17: Laurelwood Park Proposed Bicycle Parking

ID	Type	Notes
1	3 U-racks	Existing
2	3 U-racks	Existing
A	4 U-racks	Install

B.2.18. Laurie Meadows Park

111 Laurie Meadows Dr., 94403

Uses: Open space, 2 small playgrounds, and batting cage



Table B-18: Laurie Meadows Park Proposed Bicycle Parking

ID	Existing	Notes
1	2 wave racks	Existing
A	2 U-racks	Install

B.2.19. Los Prados Park

1837 Bahia St., 94403

Uses: Open space, soccer field, 2 baseball fields, basketball court, 2 tennis courts, and small playground



Table B-19: Los Prados Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install
B	4 U-racks	Install
C	4 U-racks	Install

B.2.20. Mariners Island Park

1550 Shoal Dr., 94404

Uses: Small size playground, open space, baseball field, lagoon, and picnic area

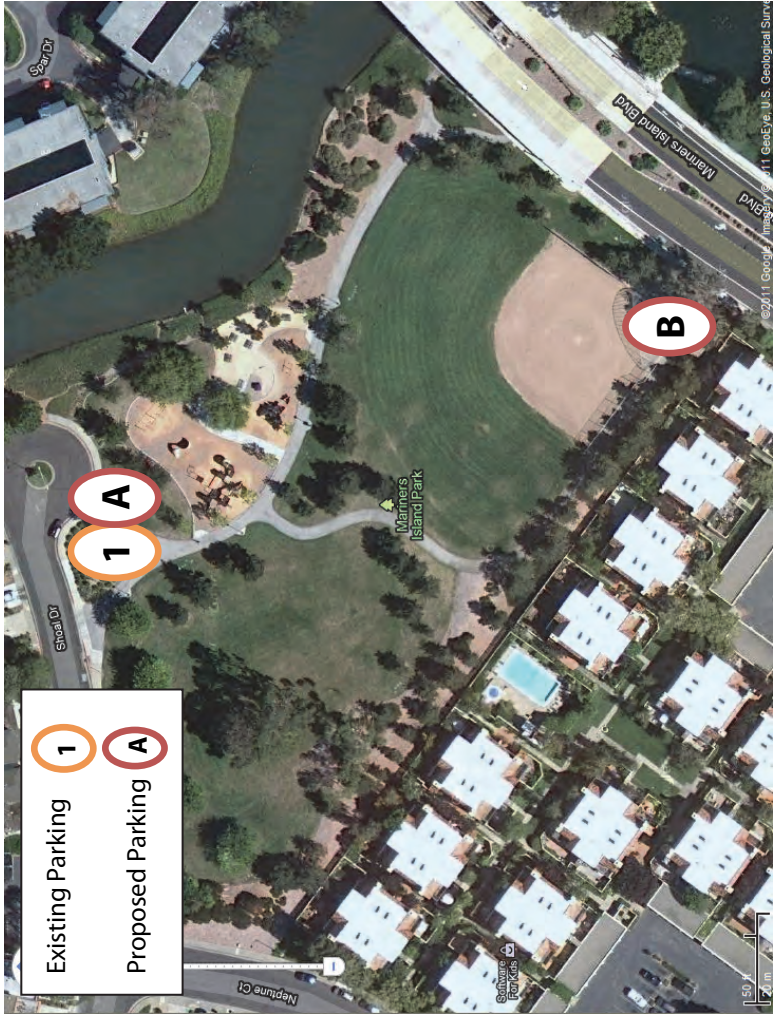


Table B-20: Mariners Island Park Proposed Bicycle Parking

ID	Type	Notes
1	2-8-capacity wheel bender racks	Remove and replace with ID A
A	6 U-racks (replace existing parking)	Install to replace ID 1
B	4 U-racks	Install

B.2.21. Martin Luther King Jr. Community Center and Park

725 Monte Diablo Ave., 94401

Uses: Recreation center, basketball court, 1 baseball field, small playground, soccer field, and swimming pool

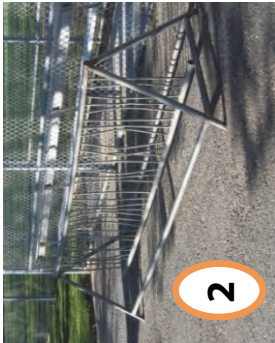
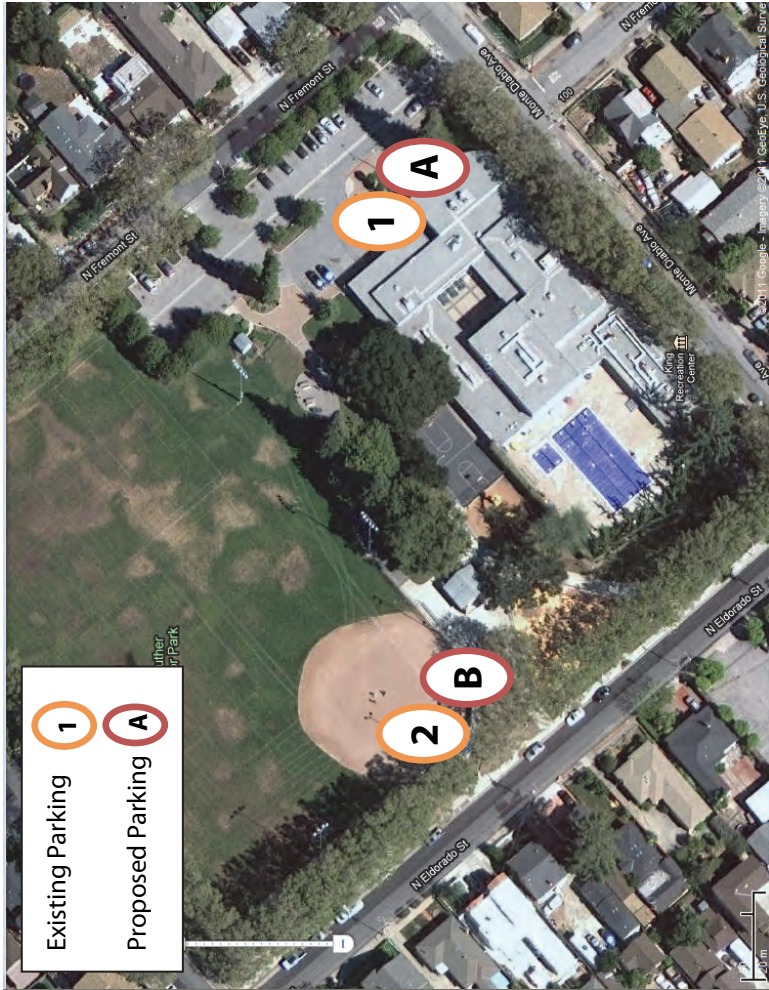


Table B-21: Martin Luther King Jr. Community Center and Park Proposed Bicycle Parking

ID	Existing	Notes
1	1 wave rack	Remove and replace with ID A
2	1 toaster rack	Remove and replace with ID B
A	6 U-racks, covered (replace existing parking)	Install to replace ID 1
B	4 U-racks (replace existing parking)	Install to replace ID 2

B.2.22. Meadow Square Park

Between David St. & Wayne Way

Uses: Small playground and open space



Table B-22: Meadow Square Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.23. Parkside Aquatic Park

100 Seal Ct., 94403

Uses: Open space, small playground, picnic tables, beach access, and lagoon



Table B-23: Parkside Aquatic Park Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
A	4 U-racks	Install

B.2.24. Saratoga Square Park

Between David St. & Saratoga Drive

Uses: Open space, medium playground, and picnic tables



Table B-24: Saratoga Square Park Proposed Bicycle Parking

ID	Type	Notes
1	1 wave rack	Existing
A	4 U-racks	Install

B.2.25. Senior Center
2645 Alameda de las Pulgas, 94403
Uses: Community center



Table B-25: Senior Center Proposed Bicycle Parking

ID	Type	Notes
A	2 U-racks	Install

B.2.26. Shoreview Park and Recreation Center

950 Ocean View Ave., 94401

Uses: Recreation center, small playground, skate park, 1 tennis court, 1 basketball court, and 1 baseball field

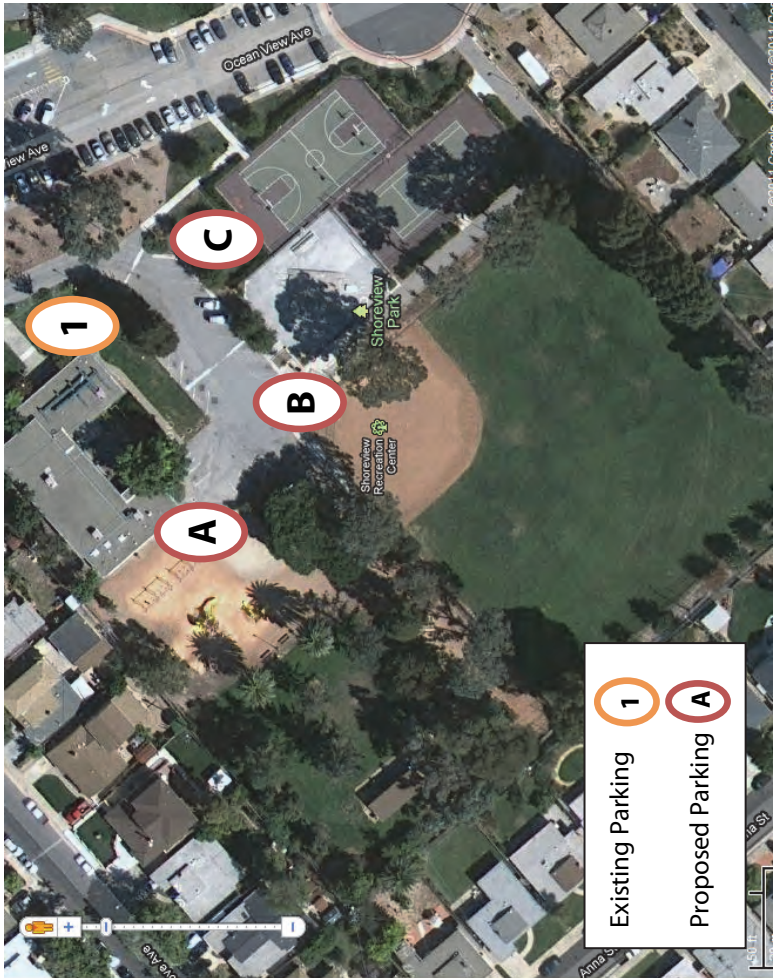


Table B-26: Shoreview Park and Recreation Center
Proposed Bicycle Parking

ID	Existing	Notes
1	1 toaster rack	Existing
2	5 U-racks	Existing
3	5 U-racks	Existing
A	4 U-racks	Install
B	4 U-racks	Install
C	4 U-racks	Install



B.2.27. Sunnybrae Playground

625 Folkstone Ave., 94402

Uses: Medium playground

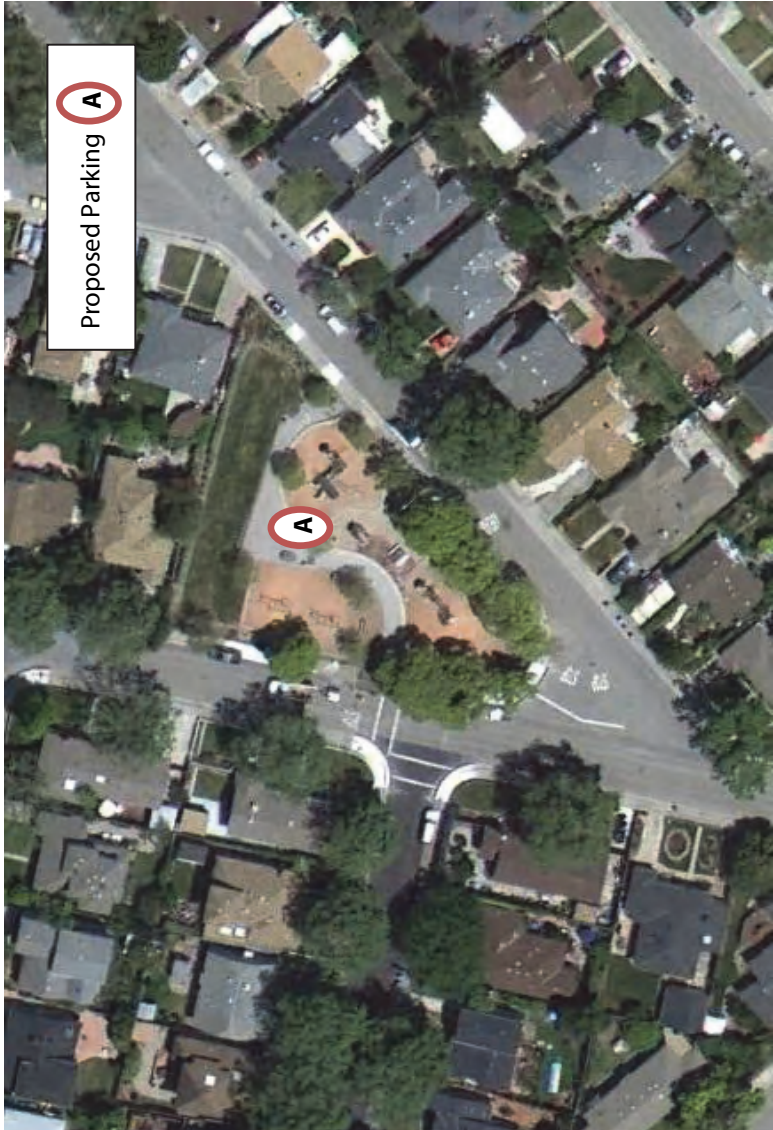


Table B-27: Sunnybrae Playground Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.28. Trinta Park

150 19th Ave., 94403

Uses: 2 baseball fields, 1 small playground, and half basketball court

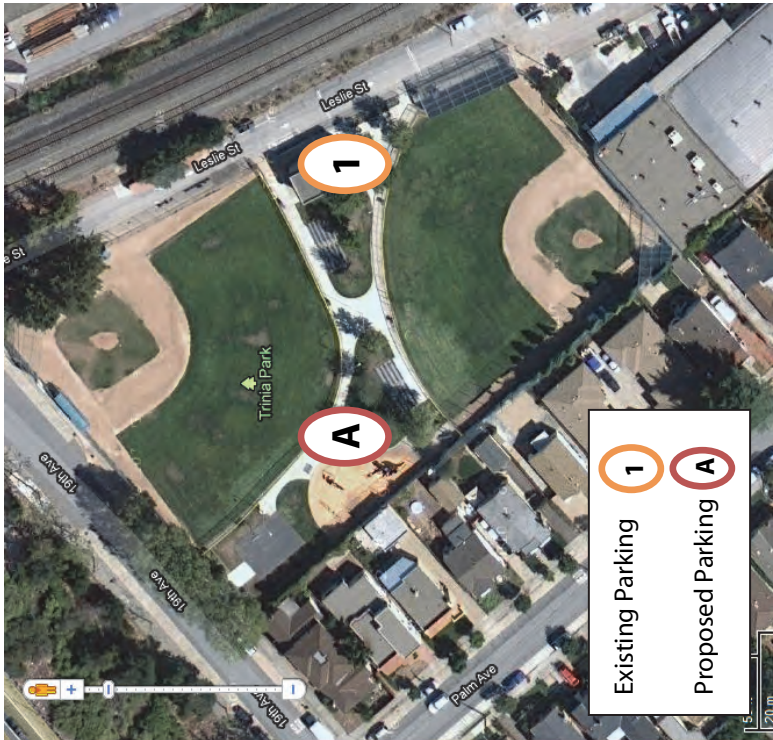


Table B-28: Trinta Park Proposed Bicycle Parking

ID	Type	Notes
1	1 toaster rack	Existing
A	4 U-racks	Install

B.2.29. Washington Playground

1768 Washington Ave., 94403

Uses: Medium playground and 1 basketball court



Table B-29: Washington Playground Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.2.30. West Hilldale Park

345 31st Ave., 94403

Uses: Open space, small playground and basketball court

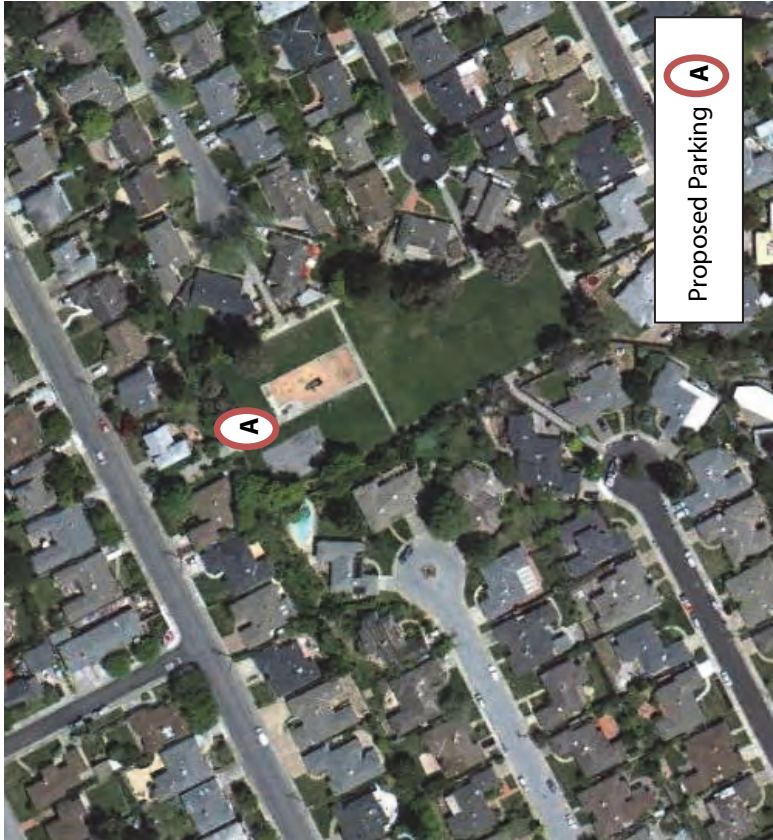


Table B-30: West Hilldale Park Proposed Bicycle Parking

ID	Type	Notes
A	4 U-racks	Install

B.3. Recommended Locations for Bicycle Rack Upgrades

Through the public workshop and input from the Plan website, community members expressed desire for the City to replace, as funding allows, existing racks that do not meet City standards. Bicycle racks that do not meet City standards include wheelbender and wave racks. These do not meet City standards because they do not provide two points of contact and therefore bicycles are not stable and can fall over becoming tripping hazards. The locations of the bicycle racks recommended for upgrade are presented in Table B-31.

Table B-31: Recommended Bicycle Racks Upgrades

Location	Rack Quantity	Existing Rack Type
Aragon High School	1	Wheelbender
Bayside Academy, parking enclosed by fence	1	Wheelbenders (enclosed by fence)
Fiesta Gardens International School	1	Wheelbender
Fiesta Gardens International School	1	Wheelbender
Hillsdale, Shopping Center Lower floor of parking structure	1	Wheelbender
Hillsdale, Shopping Center Upper floor of parking structure	1	Wheelbender
Horrall Elementary School	1	Wheelbender
Laurelwood Elementary School	1	Wheelbender
Martin Luther King Jr. Park, by front door	1	Wheelbender
Mid Peninsula Boys and Girls Club	1	Wheelbender
Near Bank of America	1	Wheelbender
Near California Pizza Kitchen, in alcove	1	Wheelbender
Near Safeway	1	Wheelbender
Near Trader Joe's	1	Wheelbender
Shoreview Rec Center, at entrance to main building	1	Wheelbender
Shoreview Shopping Center	1	Wheelbender

B.4. Example Bicycle Parking Code Language and Rates

The following text presents language and rates for inclusion in the City's Zoning Code in 24.04.058 [Definition of a] Bicycle Parking Facility and 27.64 Off-street Parking and Loading, I. Off-street Parking, 27.64.262 Bicycle parking facilities.

B.4.1. Code Language

24.04 DEFINITIONS

27.04.058 BICYCLE PARKING FACILITY. "Bicycle parking facility" means a space exclusively for the storage of bicycles.

27.64 OFF-STREET PARKING AND LOADING

27.64.262 BICYCLE PARKING FACILITIES

These bicycle parking requirements shall apply to the indicated activities as specified below.

(a) Bicycle Parking Required for New and Existing Uses. Bicycle parking shall be provided for new development projects, additions to existing buildings, and new living units in existing buildings. Bicycle parking as prescribed hereafter shall be provided for activities occupying buildings, or portions of, which are constructed, established, wholly reconstructed, or moved onto a new lot, except to the extent that existing bicycle parking exceeds such requirements for any existing facilities. The required amount of new bicycle parking shall be based on the cumulative increase in floor area, or other applicable unit of measurement prescribed hereafter. If an existing building is altered or changed in occupancy so as to result in an increase in the number of residential living units, bicycle parking shall be provided for the new units.

(b) More Than One (1) Activity on a Lot. Whenever a single lot contains different activities with the same bicycle parking requirement, the overall bicycle parking requirement shall be based on the sum of all such activities. Whenever a single lot contains activities with different bicycle parking requirements, the overall requirement shall be the sum of the requirements for each activity calculated separately.

(c) Determination by Zoning Administrator. For uses not listed in the schedules of bicycle parking requirements, bicycle parking spaces shall be provided on the same basis as required for the most similar listed use, or as determined by the Zoning Administrator.

(d) Standards for Required Bicycle Parking.

(1) Types of Required Bicycle Parking.

(A) Long-Term Bicycle Parking. Each long-term bicycle parking space shall consist of a locker or a rack located within a locked enclosure, such as a secure room or controlled access area, providing protection for each bicycle from theft, vandalism and weather. Long-term bicycle parking is meant to accommodate employees, students, residents, commuters, and others expected to park more than two (2) hours.

(B) Short-Term Bicycle Parking. Short-term bicycle parking shall consist of a bicycle rack or racks and is meant to accommodate visitors, customers, messengers, and others expected to park not more than two (2) hours.

(2) Minimum Specifications for Required Bicycle Parking.

- (A) All bicycle parking facilities shall be dedicated for the exclusive use of bicycle parking and shall not be intended for the use of motorized two-wheeled or similar vehicles.
- (B) All required short-term bicycle parking spaces shall permit the locking of the bicycle frame and one (1) wheel with a U-type lock, support the bicycle in a stable horizontal position without damage to wheels, frame, or components, and provide two (2) points of contact with the bicycle's frame. Art racks are subject to review by the Zoning Administrator.
- (C) All required long-term bicycle parking spaces, with the exception of individual bicycle lockers, shall permit the locking of the bicycle frame and one (1) wheel with a U-type lock and support the bicycle in a stable position without damage to wheels, frame, or components.
- (D) Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.
- (E) The overall design and spacing of such facilities shall meet the standards of subsection (3).

(3) Location and Design of Required Bicycle Parking. Required bicycle parking shall be placed on site(s) as set forth below:

- (A) A short-term bicycle parking space shall be at least two and one-half (2.5) feet in width by six (6) feet in length to allow sufficient space between parked bicycles.
- (B) Bicycle parking facilities shall not impede pedestrian or vehicular circulation.
 - (i) Bicycle parking racks located on sidewalks should be kept clear of the pedestrian through zone.
- (C) Bicycle parking facilities are subject to the following standards:
 - (i) Short-term bicycle racks shall be located with at least 30 inches clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping. Large retail uses, supermarkets, and grocery stores are encouraged to locate racks with a 36-inch clearance in all directions from any vertical obstruction, including but not limited to other racks, walls, and landscaping.
 - (ii) All bicycle facilities shall provide a minimum four (4) foot aisle to allow for unobstructed access to the designated bicycle parking area.
 - (iii) All long-term bicycle parking facilities shall include a variety of rack types to accommodate different bicycle sizes, styles, and users, as determined by the Zoning Administrator.
- (D) Bicycle parking facilities within auto parking facilities shall be protected from damage by cars by a physical barrier such as curbs, wheel stops, poles, bollards, or other similar features capable of preventing automobiles from entering the designated bicycle parking area.
- (E) Short-term bicycle parking facilities serving community activity centers such as libraries and community centers should incorporate weather-protective enclosures shielding the designated bicycle area from typical inclement weather when feasible.

(F) Bicycle parking facilities shall be located in highly visible well-lighted areas. In order to maximize security, whenever possible short-term bicycle parking facilities shall be located in areas highly visible from the street and from the interior of the building they serve (i.e., placed adjacent to windows).

(G) The location and design of required bicycle parking shall be of a quality, character and color that harmonize with adjoining land uses. Required bicycle parking shall be incorporated whenever possible into building design or street furniture.

(H) Long-term bicycle parking shall be covered and shall be located on site or within 200 feet of the main building entrance. The main building entrance is defined as publicly accessible entrances and shall exclude gated private garage entrances, trash room entrances, and other building entrances that are not publicly accessible.

(I) Short-term bicycle parking must be along project frontage and within 50 feet of the main entrance to the building or commercial use or up to 100 feet where existing conditions do not allow placement within 50 feet. It should be in a well-trafficked location visible from the entrance. When the main entrance fronts the sidewalk, the installer must apply for an encroachment permit from the City to install the bicycle parking in the public right-of-way. The main building entrance excludes garage entrances, trash room entrances, and other building entrances that are not publicly accessible.

(J) If required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the bicycle parking.

(e) Minimum Number of Required Bicycle Parking Spaces. The rules for calculating the minimum number of bicycle parking spaces are:

(1) If after calculating the number of required bicycle parking spaces a quotient is obtained containing a fraction of one-half or more, an additional space shall be required; if such fraction is less than one-half it may be disregarded.

(2) When the bicycle parking requirement is based on number of employees or number of students, the number of spaces shall be based on the number of working persons on the lot during the largest shift of the peak season or the highest expected student capacity. If the Zoning Administrator determines that this number is difficult to verify for a specific facility, then the number of required long-term bicycle parking spaces shall be a minimum of two (2) spaces or five (5) percent of the amount of required automobile spaces for the proposed facility, whichever is greater.

(3) When the bicycle parking requirement is based on number of seats, in the case of pews or similar facilities each 18 inches shall be counted as one seat.

(4) The calculation of short-term bicycle parking may include existing racks that are in the public right-of-way and are within 100 feet of the main entrance.

(f) Bicycle Parking Rates. Required bicycle parking rates vary depending on whether the associated land use is located within or outside the Downtown Area as shown below:



Appendix B | Bicycle Parking Requirements

(1) Downtown Area.

(A) Minimum Parking Requirements. Where a parcel of real property is located within the Downtown Area, new projects to be located on said parcel shall meet the bicycle parking requirements as follows:

MINIMUM BICYCLE PARKING STALLS REQUIRED

Downtown Planning Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
(A) Hotels, excluding accessory restaurants and bars	1 per 20 units	1 per 20 employees
(B) Indoor Theatres and Cinemas		
Weekly matinees	1 per 20 fixed seats	1 per 40 fixed seats
Weekend matinees and evenings	1 per 20 fixed seats	1 per 40 fixed seats
(C) Offices		
Financial	1 per 20,000 s.f.	1 per 10,000 s.f.
General	1 per 20,000 s.f.	1 per 10,000 s.f.
Medical	1 per 20,000 s.f.	1 per 10,000 s.f.
(D) Residential uses (within the Retail Core Subarea as defined in the Down-town Specific Plan)		
Studio	0.05 per unit	1.0 per unit
One-bedroom	0.05 per unit	1.0 per unit
Two-bedrooms	0.10 per unit	1.25 per unit
Three or more bedrooms	0.15 per unit	1.5 per unit
(E) Restaurants and bars, excluding fast food restaurants	1 per 5,000 s.f.	1 per 12,000 s.f.
(F) Retail stores	1 per 2,000 s.f.	1 per 12,000 s.f.
(G) Services	1 per 10,000 s.f.	1 per 20,000 s.f.
(H) Fast food, drive-in, drive-thru, and take-out restaurants	1 per 10,000 s.f.	1 per 20,000 s.f.

(2) Outside Downtown Area.

(A) Minimum Parking Requirements. For the following uses on property located outside the Downtown Area, bicycle parking stalls shall be provided as listed below. Bicycle parking stalls required on an employee basis shall be based on the maximum number of employees on duty, or residing, or both, on the premises at any one (1) time.

MINIMUM BICYCLE PARKING STALLS REQUIRED

Outside Downtown Specific Planning Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
1. Residential Uses:		
a. Single Family Dwelling (Detached with private garage. If includes shared garage, bicycle parking requirements for Multiple Family Dwelling shall apply.)	No spaces required	No spaces required
Under 3,000 sq. ft. of floor area*	No spaces required	No spaces required
3,000 - 3,749 sq. ft. of floor area*	No spaces required	No spaces required
3,750 sq. ft. of floor area* and above	No spaces required	No spaces required
b. Secondary Unit	No spaces required	No spaces required
c. Multiple Family Dwelling (two-family, townhouse, condominium, apartments and apartment hotels)		
Studio	0.05 per unit	1.0 per unit
One-bedroom	0.05 per unit	1.0 per unit
Two-bedroom	0.10 per unit	1.25 per unit
Three or more bedroom (or any dwelling unit over 1,400 square feet in floor area)	0.15 per unit	1.5 per unit
* Excluding enclosed parking facilities, uninhabitable accessory structures and covered patios.		
2. Commercial Shopping Centers:		
a. Community Shopping Center	1 per 5,000 s.f.	1 per 12,000 s.f.
b. Regional Shopping Center	1 per 10,000 s.f.	1 per 20,000 s.f.
Note: The above requirements will apply for all commercial shopping centers in the city; however, whenever the zoning administrator determines that delineation of independent uses is required, the following standards shall apply:		
3. Commercial, Retail, and Service Uses:		
a. Automobile service and gas stations (see Section 27.64.185)	2 spaces	Min. of 1 space
b. Automobile washing and cleaning establishments, except self-service.	None	Min. of 2 spaces
c. Barber shops or beauty parlors	1 per 2,000 s.f.	1 per 12,000 s.f.
d. Buildings used solely for coin-operated laundromats	1 per 2,000 s.f.	1 per 5,000 s.f.
e. Cemeteries, mausoleums, and columbaria	0.05 per acre	0.05 per acre
f. Contractors' storage yards in connection with contractor's business; salvage yard; junk yard; automobile wrecking yard; storage yard	No spaces required	No spaces required
g. Dry cleaners	1 per 2,000 s.f.	1 per 12,000 s.f.
h. Home improvement centers	1 per 10,000 s.f.	1 per 20,000 s.f.
i. Retail stores, food stores, and drugstores	1 per 2,000 s.f.	1 per 12,000 s.f.
j. Self-service automobile washes	No spaces required	No spaces required

Outside Downtown Specific Planning Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
4. Commercial and Public Recreation Uses:		
a. Public Parks [Public parks are considered a single lot with different activities. Rates shall be a sum of activities as described in 27.64.262 (c)].		
Parks of any size.	1 per acre	No spaces required
Sports courts (e.g., tennis, bocci ball and basketball)	1 per court	No spaces required
Ball fields (e.g., soccer and softball)	1 per acre	No spaces required
Group picnic areas	2 spaces per picnic table or per 10 seats	No spaces required
Passive useable turf whose primary purpose is for informal play, family picnics or relaxation and play/courtyards. (Excludes areas that are less than 5,000 square feet.)	1 per 20,000 s.f.	No spaces required
Play areas (children)	1 per acre	No spaces required
Recreation center	1 per 5,000 s.f.	1 per 20,000 s.f.
b. Health studios and spas	1 per 2,000 s.f.	1 per 20,000 s.f.
c. Dance Studio	1 per 2,000 s.f.	1 per 12,000 s.f.
5. Educational Uses:		
a. Colleges, universities, and institutions of higher learning, parochial and private	1 for every 10 students of planned capacity	1 per 10 employees
b. Day nurseries, including preschools and nursery schools	1 per 20 students	1 per 20 employees
c. Elementary and junior high schools	1 per 20 students	1 per 10 employees
d. Senior high schools	1 per 20 students	1 per 10 employees
e. Trade schools, business colleges, and commercial schools	1 per 20 students	1 per 10 employees
6. Health Uses:		
a. Dental clinics or offices; medical clinics or offices	1 per 5,000 s.f.	1 per 12,000 s.f.
b. Health centers, government operated	1 per 5,000 s.f.	1 per 12,000 s.f.
c. Hospitals	1 per 20,000 s.f.	1 per 20 employees or 70,000 s.f., whichever fewer
d. Veterinary hospitals & clinics	1 per 5,000 s.f.	1 per 12,000 s.f.
7. Office, Professional Uses:		
a. Commercial banks, savings and loan office, other financial institutions, including stock brokerages	1 per 2,000 s.f.	1 per 12,000 s.f.
b. Offices	1 per 20,000 s.f.	1 per 10,000 s.f.

Outside Downtown Specific Planning Area		
Uses	Minimum Short-Term Bike Parking Spaces Required	Minimum Long-Term Bike Parking Spaces Required
8. Manufacturing Plants and Kindred Uses:		
a. Wholesale establishments, warehouses, storage buildings, or structures	1 per 5,000 s.f.	1 per 20,000 s.f.
9. Places of Assembly:		
a. Fast food, drive-in, drive-thru, and take-out restaurants	1 per 10,000 s.f.	1 per 20,000 s.f.
b. Libraries, art galleries and museums; Public	1 per 10,000 s.f.	1 per 20,000 s.f.
c. Restaurants, taverns, lounges, and other establishments for the sale and consumption on the premises of food and beverages	1 per 10,000 s.f.	1 per 20,000 s.f.
d. Theaters (indoor)	1 per 40 fixed seats	1 per 80 fixed seats

(Ord. 2012-5 § 2; Ord. 2011-10 § 4; Ord. 1986-13 § 1; Ord. 1981-27 § 48; Ord. 1979-7 § 19)

This page intentionally left blank.