

ATTACHMENT A: DRAFT BICYCLE PARKING CODE AMENDMENTS

Note: [DS] indicates where a provision from the City's Development Standards is proposed for inclusion in the City's Land Use Code

3.3.7 BICYCLE PARKING

3.3.7.1 Purpose. Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

3.3.7.2 Required Number of Bicycle Parking Spaces

A. The required minimum number of bicycle parking spaces for each use category is shown in Section 3.3.7.E (Minimum Required Bicycle Parking Spaces), except as permitted by Sec. 3.3.7.2.D.

B. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on gross floor area, the gross floor area of accessory uses is included with the primary uses in the calculation.

C. 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.

D. *Exceptions.*

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross floor area.

2. *Bicycle Parking In-Lieu Fee.*

a. The bicycle parking requirements established by Sec. 3.3.7.2.E (Minimum Required Bicycle Parking Spaces) may be satisfied partially or completely by paying the City bicycle parking in-lieu fee in an amount established by separate ordinance to be used by the City to install bicycle parking and associated improvements in the right-of-way.

b. *Exception.* The in-lieu fee may not be used if:

- i. There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;
- ii. Those open areas are large enough, separately or in combination, to accommodate all or a portion of the required bicycle parking; and

E. Minimum Required Bicycle Parking Spaces. Where more than one method for determining the minimum number of required bicycle parking spaces is provided, the method resulting in the greater number of spaces applies.

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
Agricultural Use Group = No parking required (current and proposed)			
<p>Civic Use Group Current = 8% (Class 1 = 50%; Class 2 = 50%) Proposed: Short-term = 2 spaces or 1 space per 8,000 sq. ft. GFA & Long-term = 2 spaces or 1 space per 12,000 sq. ft. GFA; <i>Example Uses: Correctional Use, Postal Service, & Protective Use [current 8% (Class 1 = 50%; Class 2 = 50%)]</i></p> <p style="text-align: center;">except,</p>			
Cemetery	None	None	None
Civic Assembly; Membership Organization; Religious Use	8% (Class 1 = 10%; Class 2 = 90%)	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 4,000 sq. ft. GFA
Non-Assembly Cultural (e.g. library & museum)	15% (Class 1 = 5%; Class 2 = 95%)	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Zoo	20% (all Class 2)	10% of the required parking	None

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
Educational Uses:			
Grades K – 8	1 space per 10 students & employees (all Class 2)	Grades 1-12: 2 spaces or 1 space per 20 students of planned capacity	Grades 1-12: 2 spaces or 1 space per 10 employees plus 1 space per 20 students of planned capacity
Grades 9 – 12	1 space per 10 students & employees (all Class 2). Max # = 100		
Postsecondary Institutions; Instructional Schools	8% (Class 1 = 10%; Class 2 = 90%)	2 spaces or 1 space per 10 students of planned capacity	1 space per 10 employees plus 1 space per 10 students of planned capacity; or 1 space per 20,000 sq. ft. GFA, whichever is greater.
<p>Commercial Use Group Current = 8% (all Class 2); Proposed: Short-term = 2 spaces; Long-term = 2 spaces or 1 space per 10,000 sq. ft. GFA</p> <p><i>Example Uses: Building and Grounds Maintenance; Communications; Construction Service; Funeral Service; Research and Product Development; Technical Service; and Trade and Service Repair – Minor & Major [current = 8% (all Class 2); and, Automotive – Minor Service and Repair (including Car Wash – Full Service) [current = 4% (all Class 2)]</i></p> <p>except,</p>			
Administrative and Professional Office	8% (Class 1 = 75%; Class 2 = 25%)	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 6,000 sq. ft. GFA
Alcoholic Beverage Service	4% (Class 1 = 50%; Class 2 = 50%)	1 space per 2,000 sq. ft. GFA	1 space per 12,000 sq. ft. GFA
Animal Service	None	None	None
Billboard	None	None	None
Car Wash, Self-Service	None	None	None
Day Care	4% (all Class 2)	2 spaces or 1/40,000 sq. ft. GFA	2 spaces or 1/10,000 sq. ft. GFA
Daycare/Home occupation	None	None	None

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
Entertainment (e.g. Sports Stadium or Center; Theater – Live; & Theater – Movie); except,	Varies: 8% or 15%	Spaces for 2% of the maximum expected daily attendance	
Dance Hall	4% (Class 1 = 50%; Class 2 = 50%)	1 space per 2,000 sq. ft. GFA	1 space per 12,000 sq. ft. GFA
Carnival/Circus	None required for temporary shows not exceeding 15 days; 20% (all Class 2 for permanent enterprises)	No change proposed	No change proposed
Rodeo Arena	None	None	None
Financial Service	8% (Class 1 = 25%; Class 2 = 75%)	2 spaces or 1 space per 3,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Food Service	8% (Class 1 = 50%; Class 2 = 50%)	All types: 2 spaces or 1 space per 2,000 sq. ft. GFA	All types: 2 spaces or 1 space per 12,000 sq. ft. GFA
Food Service, On-Site Consumption only	8% (Class 1 = 25%; Class 2 = 75%)		
Medical Service:			
Extended Health Care (e.g. nursing home, assisted living)	8% (Class 1 = 50%; Class 2 = 50%)	2 spaces or 0.05 space per bedroom	2 spaces or 0.15 spaces per bedroom
Major (e.g. hospital)	8% (Class 1 = 75%; Class 2 = 25%)	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 70,000 sq. ft. GFA
Outpatient	8% (Class 1 = 50%; Class 2 = 50%)	2 spaces or 1 space per 3,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Parking	None	None	Except for unattended surface parking lots, 2 spaces or 1 space per 20 auto spaces
Personal Service	8% (all Class 2)	2 spaces or 1 space per 3,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Transportation Service	None	None	2 spaces or 1 space per 12,000 sq. ft. GFA
Traveler's Accommodation, Campsite	2% (all Class 2)	1 space per 20 campsites	None
Travelers' Accommodation, Lodging	8% (Class 1 = 75%; Class 2 = 25%)	2	2 spaces or 1 space per 20 guest rooms

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
Vehicle Storage	N/A	None	None
Industrial Use Group Current = 8% (Class 1 = 90%; Class 2 = 10%); Proposed: Short-term = None, Long-term = 2 spaces or 1 space per 15,000 sq. ft. GFA <i>Example Uses: Craftwork; Extraction; General Manufacturing; Hazardous Material Manufacturing; Heavy Equipment Manufacturing; Motion Picture Industry; Perishable Goods Manufacturing; Precision Manufacturing; Primary Manufacturing; Processing and Cleaning; & Refining [current = 8% (Class 1 = 90%; Class 2 = 10%)]; Household Goods and Donation Center [current = 8% (all Class 2)]; Salvage and Recycling (current = None)</i>			
Recreation Use Group Current = 15% (all Class 2); Proposed: Parks & Open Space = Short- & Long-Term per Director's approval <i>Example Uses: Neighborhood Recreation, Arcade/Game Room, Swimming Pool)</i>			
Billiard/Pool Hall Health/Exercise Club/Gymnasium Skating Rink Bowling Alley	4% (Class 1 = 50%; Class 2 = 50%); 8% (Class 1 = 50%; Class 2 = 50%); & 15% (all Class 2)	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Athletic Fields	15% (all Class 2)	2 spaces per field	None
Batting Cage	15% (all Class 2)	2 spaces or 0.25 space per batting cage	None
Court – Basketball, Racquetball, Tennis, or Volleyball	15% (all Class 2)	2 spaces or 0.25 space per court	None
Golf Course	None	None	2 spaces
Driving Range	2% (all Class 2)	2 spaces	None
Miniature Golf Course	15% (all Class 2)	0.25 space per tee	None
Rifle and Pistol Range Rodeo Arena	None	None	None
Swimming Pool	15% (all Class 2)	2 spaces or 1 space per 2,000 sq. ft. of entire pool area	None
Residential Use Group			
Single-Family & Mobile Home Dwellings	None	None	None
Multifamily Dwellings (0-70 units/acre):	8% for projects of 4 or more units (Class 1 = 50%; Class 2 = 50%)	2 spaces or 1 space per 20 units	1 space per 4 units
Group Dwelling	0.5 per resident (Class 1 =	None	2 spaces or 1 space per

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
	75%; Class 2 = 25%)		20 residents
Dormitory, Fraternity, or Sorority	1 space per resident (Class 1 = 75%; Class 2 = 25%)	2 spaces	2 spaces or 1 space per 4 residents
Residential Care Services	4% (all Class 2)	2 spaces	2 spaces or 0.15 per bedroom
<p><u>Retail Use Group</u> Current = 8% (Class 1 = 50%; Class 2 = 50%); Proposed: Short-term = 1 space per 3,000 sq. ft. GFA; Long-term = 1 space per 12,000 sq. ft. GFA; <i>Example Uses with proposed formula: Construction Material Sales, Food and Beverage Sales, Heavy Equipment Sales, General Merchandise Sales [currently = 8% (Class 1 = 50%; Class 2 = 50%)]; Swap Meet, Auction (indoor) [currently = 8% (all Class 2)]; Swap Meet, Auction (outdoor) [currently = 2% (all Class 2)]</i></p> <p>Except,</p>			
Furniture, Carpet, or Appliance Store	8% (Class 1 = 50%; Class 2 = 50%)	2 spaces or 1 space per 15,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Gasoline Sales – Retail	None	None	None
Heavy Equipment Sales	8% (Class 1 = 50%; Class 2 = 50%)	2 spaces or 1 space per 40,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Shopping Center			
Less than 50,000 sq. ft.	8% (Class 1 = 50%; Class 2 = 50%)	<u>500,000 sq. ft. GFA or less:</u> 2 spaces or 1 space per 3,000 sq. ft. GFA. Maximum of 100 spaces.	<u>Up to 500,000 sq. ft. GFA:</u> 2 spaces or 1 space per 12,000 sq. ft.
50,000 sq. ft. – 500,000 sq. ft.	8% of the first 500 required motor vehicle parking spaces and 5% of the required motor vehicle parking over the 500 motor vehicle parking spaces (Class 1 = 50%; Class 2 = 50%). The maximum number of bicycle parking spaces required is 100.		
More than 500,000 sq. ft.	3% (Class 1 = 25%; Class 2 = 75%). The maximum number of spaces required is 150.	<u>More than 500,000 sq. ft. GFA:</u> 150 spaces.	<u>More than 500,000 sq. ft. GFA:</u> 1 space per 12,000 sq. ft. GFA.
Vehicle Rental and Sales	4% (all Class 1)	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 10,000 sq. ft. GFA
<p>Storage Use Group</p>			

LAND USE	Bicycle Parking		
	CURRENT	PRELIMINARY RECOMMENDATION	
		Short-Term	Long-Term
Commercial Storage & Hazardous Material Storage	8% (Class 1 = 90%; Class 2 = 10%)	None	2 spaces or 1 space per 40,000 sq. ft. GFA
Personal Storage	None required for storage units; a minimum of two for any associated office – all Class 2.	2 spaces	None
Utilities Current and Proposed = None <i>Example Uses: Distribution System; Generating System; Sanitation System (no change proposed)</i>			
Wholesaling Use Group Current = 8% (Class 1 = 90%; Class 2 = 10%) Proposed: Short-term = None; Long-term = 2 spaces or 1 space per 40,000 sq. ft. GFA <i>Example Uses: Business Supply and Equipment Wholesaling; Construction/Heavy Equipment Wholesaling; Food and Beverage Wholesaling; Hazardous Material Wholesaling (no change proposed)</i>			

3.3.8 **BICYCLE PARKING DESIGN CRITERIA**

3.3.8.1 General Criteria.

A. *Purpose.* These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

B. Types of Bicycle Parking Facilities.

1. Bicycle racks. Examples of bicycle racks complying with the criteria herein are shown in Figure 1. Required bicycle parking may be provided in floor, wall, or ceiling racks. When bicycle parking is provided in racks, the racks must meet the following criteria:

a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped lock if both wheels are left on the bicycle [DS 2-09.5.3.B]; and

- b. A bicycle six (6) feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and,
- c. A single rack is designed and located to accommodate two bicycles: [DS 2-09.2.3]; and,
- d. Racks must be securely anchored in concrete [DS 2-09.5.3.D]; and,-
- e. Racks must not have sharp edges that can be hazardous to pedestrians, particularly persons with visual disabilities. Artistic bicycle racks is acceptable provided it meets the criteria herein. [DS 2-09.2.3]

2. Covered bicycle parking. Covered bicycle parking, as required by this section, can be provided inside buildings (including residential units), under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be:

- a. Permanent; and,
- b. Designed to protect the bicycle from the sun and rain [DS 2-09.2.2]; and ,
- c. At least seven (7) feet above the floor or ground.

3. Bicycle lockers.

- a. Bicycle parking provided in lockers must:
 - i. Be securely anchored; and,
 - ii. Fully enclose the bicycle [DS 2-09.8.0 Figure 1]; and,
 - iii. Be constructed of materials that are durable, such as steel, and that resist tampering.
- b. Management shall make the lockers accessible to employees or visitors. Bicycle lockers should be kept under lock and key by management to avoid misuse of lockers.

C. *Parking and maneuvering areas.*

1. Bicycle parking must not obstruct the approved pedestrian access [DS 2-09.4.1].
2. Each required bicycle parking space must be accessible without moving another bicycle [DS 2-09.5.0];
3. There must be an aisle at least five (5) feet wide behind all required bicycle parking to allow room for bicycle maneuvering [DS 2-09.5.2]. [Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way;](#)
4. The area devoted to bicycle parking must be hard surfaced and maintained in a smooth, durable, and well-drained condition. [DS 2-09.6.2]
5. [Bicycle parking is permitted in vehicular use areas where it is](#) separated from motor vehicle parking and drive areas by a barrier or is located a sufficient distance [from vehicular uses areas](#) to prevent damage to the parked bicycles [DS 2-09.4.3]. Examples of acceptable barriers include curbs, bollards, concrete planters, landscape buffers, or other suitable barrier devices [DS 2-09.5.6].
6. Lighting will be provided in a bicycle parking area such that all facilities are thoroughly illuminated and visible from adjacent sidewalks, or parking lots or buildings, during hours of use. [DS 2-09.5.4]

D. *Signs.* 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 parking.

E. *Maintenance.* Bicycle parking facilities will be maintained in good condition and kept clear of debris or other accumulated refuse. [DS 2-09.6.1]

3.3.8.2 Short-term Bicycle Parking

A. *Purpose.* Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance(s) of a building(s) and should be visible to pedestrians and bicyclists.

B. *Standards.* Required short-term bicycle parking must meet the following standards:

1. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Sec. 3.3.8.1 (General Criteria).

2. Each required short-term bicycle parking space must be at least two (2) feet by six (6) feet. See figure X.
3. *Location.* Short-term bicycle parking must be:
 - a. Outside a building;
 - b. Clearly visible from the adjacent sidewalks, drives, and the main entrance(s) [DS 2-09.4.4];
 - c. At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
 - d. Within the following distances of a building's main entrance(s):
 - i. *Building with one main entrance.* For a building with one main entrance, the bicycle parking must be within fifty (50) feet of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 2 [DS 2-09.4.1];
 - ii. *Building with more than one main entrance.* For a building with more than one main entrance, bicycle parking must be distributed so that it is within fifty (50) feet of any main entrance, as measured along the most direct pedestrian access route. See Figure 3;
 - iii. *Sites with more than one primary building.* For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within fifty (50) feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 4;

3.3.8.3 Long-term Bicycle Parking.

- A. *Purpose.* Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.
- B. *Standards.* Required long-term bicycle parking must meet the following standards:

1. Long-term bicycle parking must be provided in racks or lockers that meet the standards of Secs. 3.3.8.1.B.2 & 3 (Covered Bicycle Parking and Bicycle Lockers):
2. *Location.* Long-term bicycle parking must be located as reasonably as possible for the convenience of the employee [DS 2-09.4.2] on the site or in an area where the closest point is within three hundred (300) feet of the site; and
3. *Security.* To provide security, long-term bicycle parking must be in at least one of the following locations [Note: this section more clearly details what the current Development Standard merely implies]:
 - a. In a locked room;
 - b. In an area that is enclosed by a fence with a locked gate. The fence must be either eight (8) feet high, or be floor-to-ceiling;
 - c. Within view of an attendant or security guard;
 - d. Within one hundred (100) feet of an attendant or security guard;
 - e. In an area that is monitored by a security camera;
 - f. In an area that is visible from employee work areas; or
 - g. In a dwelling unit or dormitory unit. If long-term bicycle parking is provided in a dwelling unit or dormitory unit, neither racks nor lockers are required; or
 - h. In a bicycle locker.

3.3.8.4 Figures.

Figure 1: Examples of acceptable bike rack design

Figure 2: Short-term Bike Parking – One Building, One Entrance

Figure 3: Short-term Bike Parking – One Building, Multiple Entrances

Figure 4: Short-term Bike Parking – Multiple Buildings, Multiple Entrances

Figure 5: Examples of Bike Parking Layouts

FIGURE 1 – Examples of Acceptable Bike Rack Design

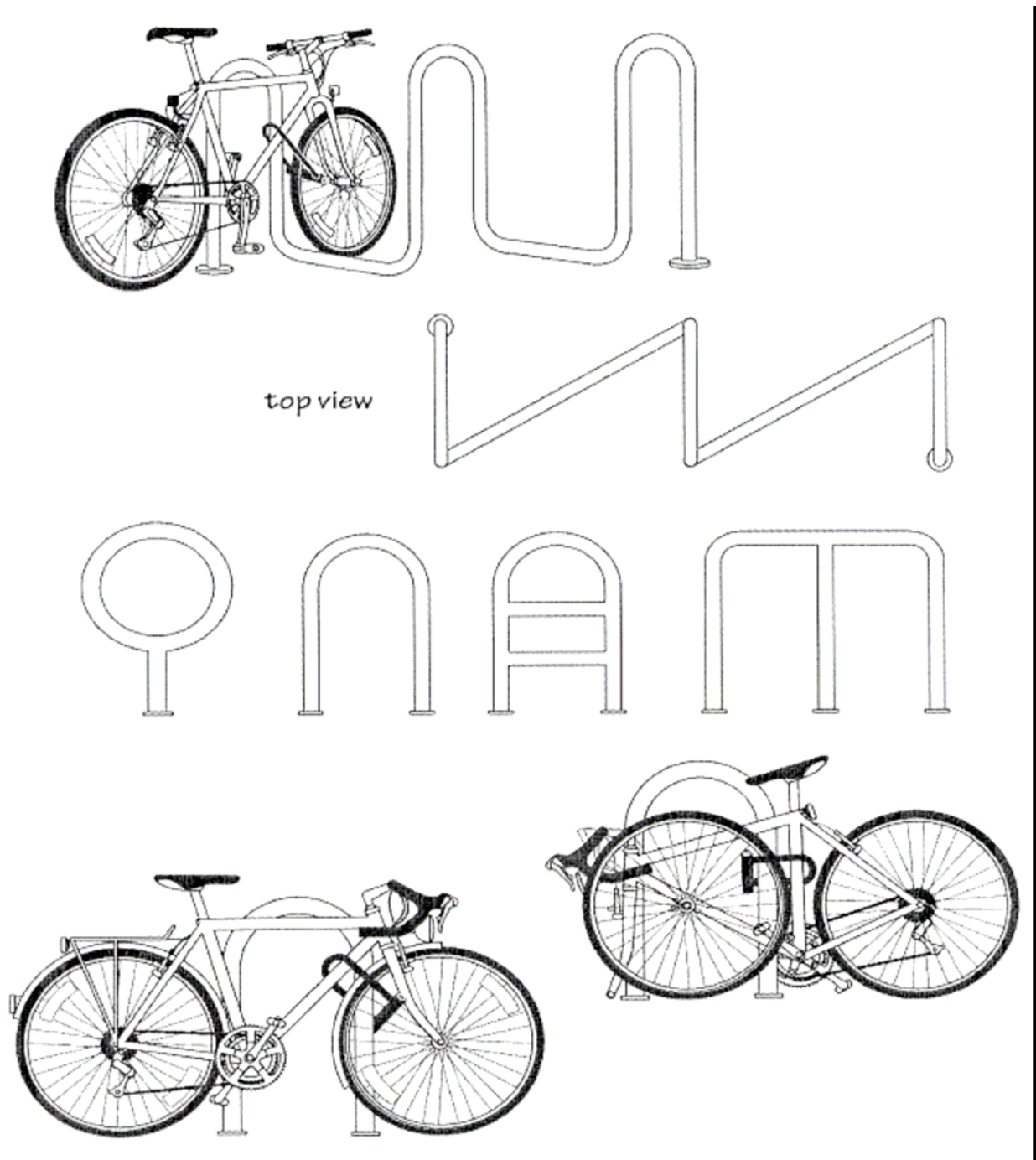


FIGURE 1 – Examples of Acceptable Bike Rack Design continued

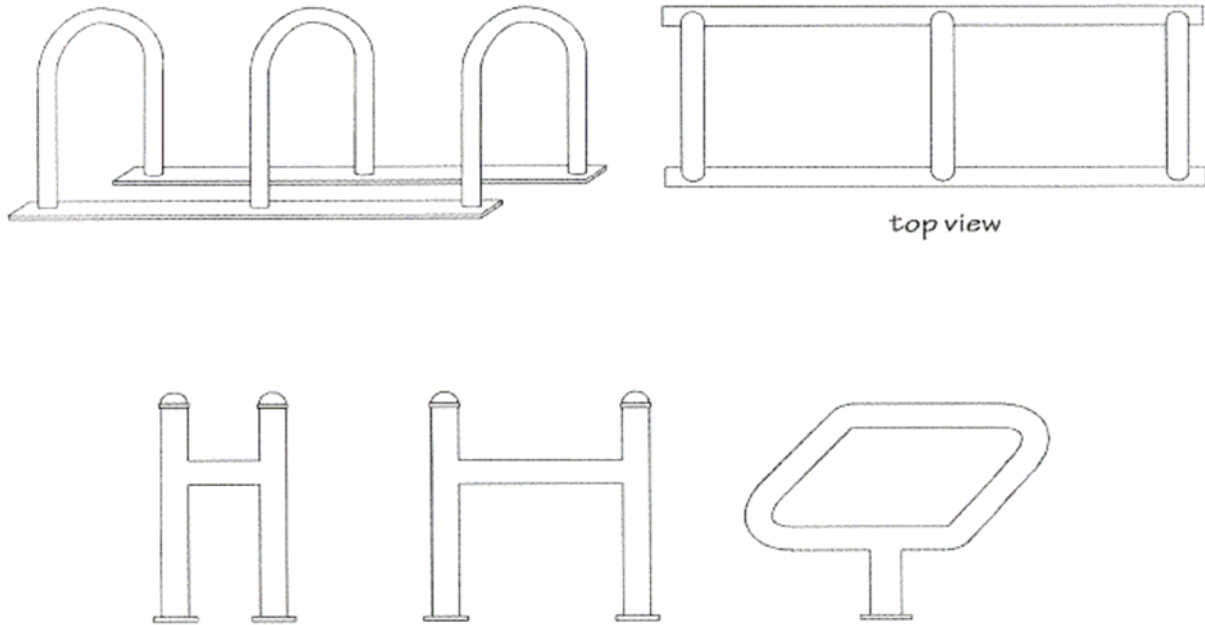


FIGURE 2: Short-term Bike Parking – One Building, One Entrance

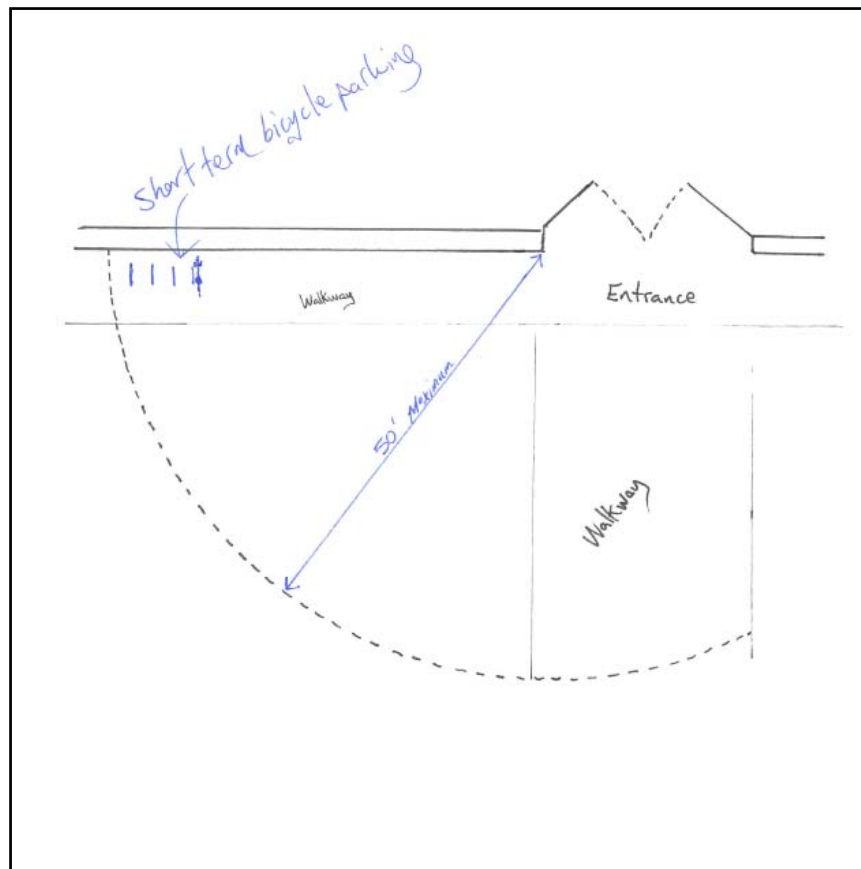


FIGURE 3: Short-term Bike Parking – One Building, Multiple Entrances

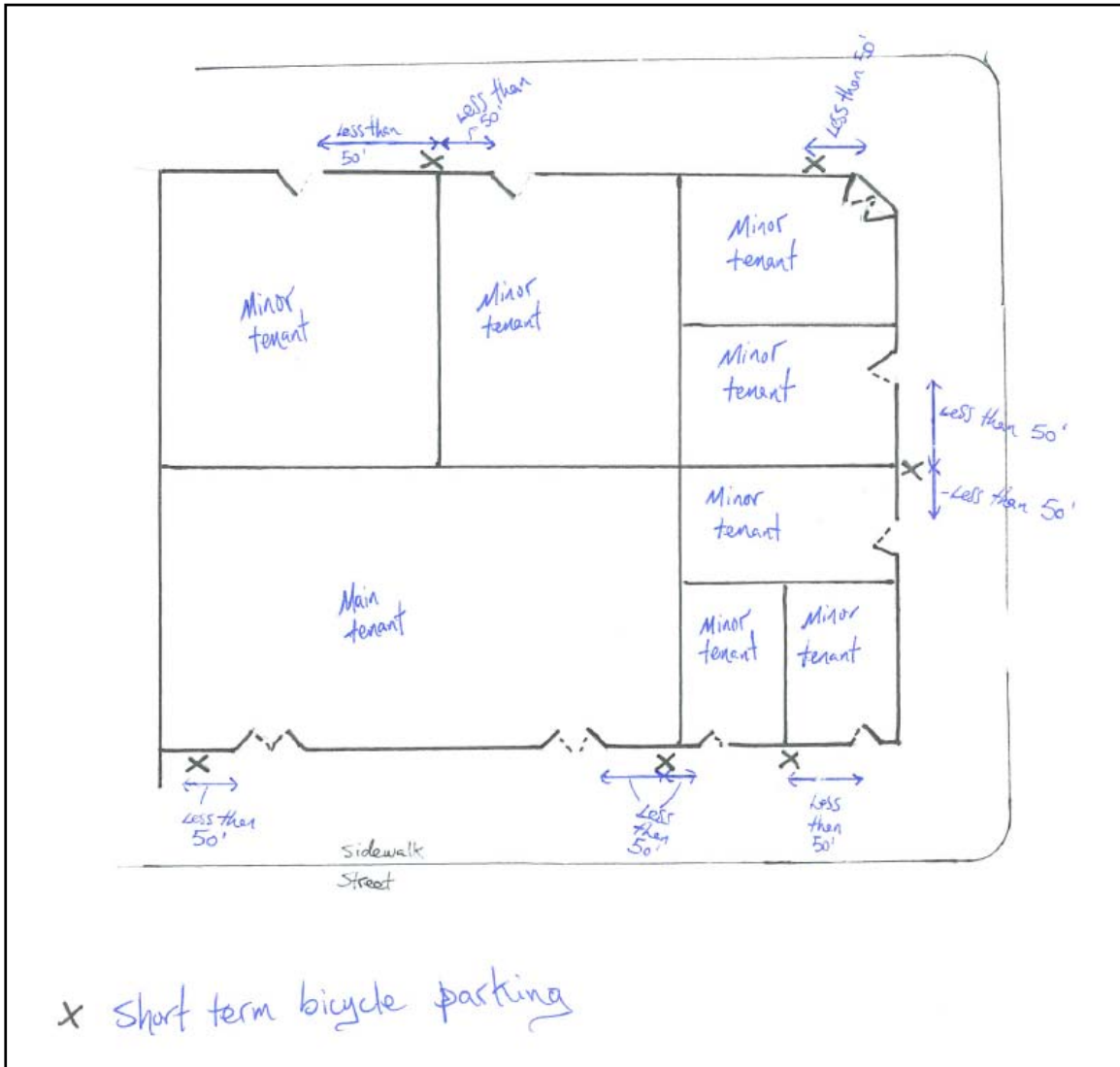


FIGURE 4: Short-term Bike Parking – Multiple Buildings, Multiple Entrances

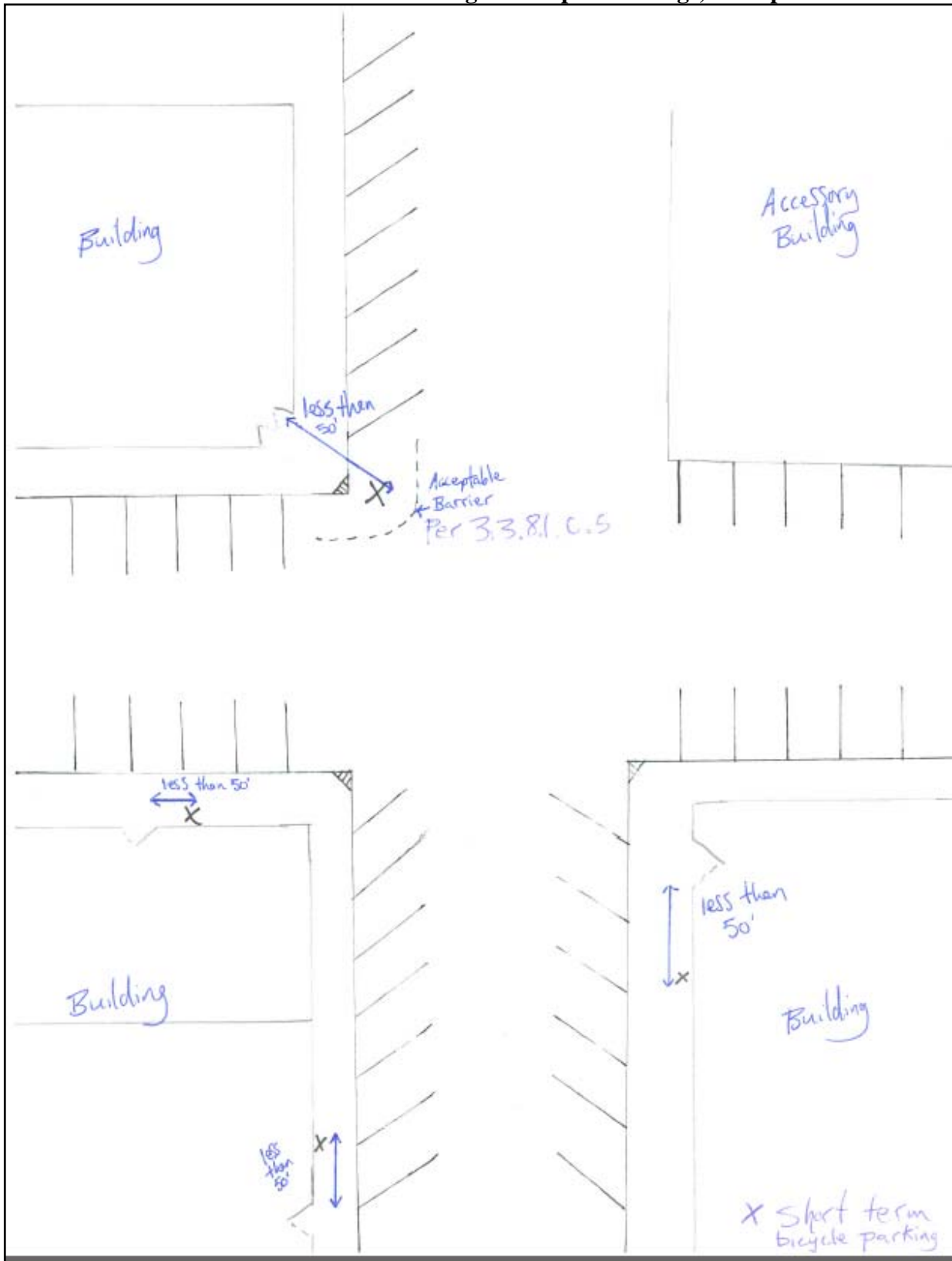
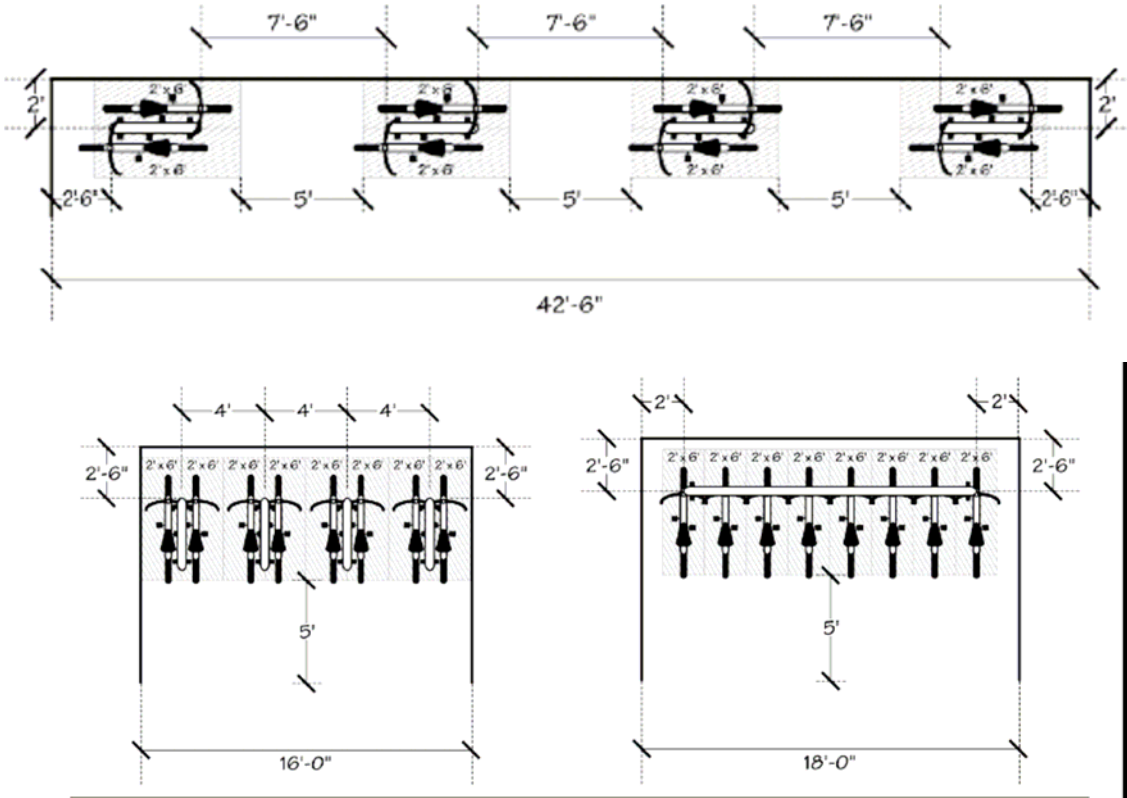
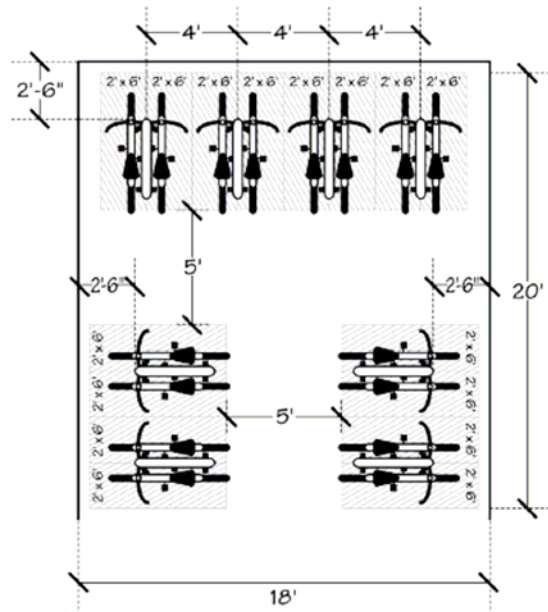


FIGURE 5: Examples of Bike Parking Layouts



These areas accommodate eight bicycles.



This area accommodates sixteen bicycles.

Requirements & Criteria proposed for deletion

Land Use Code

- 3.3.3.5 Bicycle Parking Requirements. The number of required bicycle parking spaces is calculated as a percentage of the total number of motor vehicle parking spaces provided. If the calculated number of required bicycle parking spaces is less than two (2), the minimum number of required spaces is two (2). For an explanation of Class 1 and Class 2 bicycle parking spaces, see Development Standard 2-09.0 and Sec. 6.2.3.
- 3.3.6.2 Bicycle Parking Requirements in Designated Districts. In the Downtown Redevelopment District and the Fourth Avenue Business District, required bicycle parking spaces may be provided either:
- A. On site; or
 - B. Within the same or another block and within fifteen hundred (1,500) feet of the use; or (Ord. No. 9392, . 1, 5/22/00)
 - C. Within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, . 1, 5/22/00)
- 3.3.7.8 Bicycle Parking Requirements
- A. Any use providing less than fifty (50) motor vehicle parking spaces may substitute Class 2 spaces for Class 1 spaces.
 - B. Any time Class 2 parking is required, Class 1 parking may be substituted on a space-by-space basis, provided the Class 2 parking is not reduced more than fifty (50) percent.

Development Standard

- 2-09.3.0 Access to Bicycle Parking Facility
- 3.1 Bike Lanes. Access from a public right-of-way to on-site bicycle facilities will be provided.
 - 3.2 Pedestrian Sidewalks. The bicycle access through the development will be separate from pedestrian ways. Vehicular access may be used as bicycle access. Bicycle access to a parking facility may cross a pedestrian way at a right angle.
- 2-09.5.0 Bicycle Parking Layout and Security Measures

5.1 A. Multiple rack bicycle parking or single posts or racks placed in a row will allow a minimum seventy-two (72) inch length per bicycle parking space and a minimum thirty (30) inches between outer spaces of posts or racks.

B. A minimum of thirty-six (36) inches will be provided between a bicycle parking space and a perpendicular wall or other obstruction measured from the end of the bicycle rack to the perpendicular wall. A minimum of thirty (30) inches will be provided between a bicycle parking space and a parallel wall or other obstruction as measured from the side of the bicycle rack to the parallel wall.

2-09.7.0 Modifications and Appeals

7.1 Modifications.

A. New Development. A modification to the requirements of this Standard may be requested of the Community Design Review Committee (CDRC) provided the modification is found to be justified and consistent with the intent and purpose of this Standard.

The CDRC review and decision will be as per Administrative Directive 1.02-9, included as part of the Development Standards Book as Standard 1-01.0.

B. Existing Development. Existing Development that is required to be brought up to current code may request a modification from the City of Tucson Bicycle and Pedestrian Program Coordinator, if it can be shown that there is no practical way to meet these Standards. The requested modification may be forwarded to the Bicycle Advisory Committee (BAC) for review and recommendation at the discretion of the Bicycle and Pedestrian Program Coordinator.

7.2 Appeals. Appeals to decisions made by the CDRC under this Standard are to the Zoning Examiner. The process of appeals will follow the format established in Sec. 5.4.4.1 of the LUC.