

The Santa Cruz Bicycle Parking Ordinance

24.12.250 Bike Parking Requirements

1. [General.]

Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy of any new building that results in the need for additional auto parking facilities consistent with the parking variations allowed by section 24.12.290(6) of this part.

This component was significant because many ordinances only apply to new buildings which means that even the best requirements can take decades to have a positive effect. Santa Cruz decided that good bike parking was a priority and that 2050 was not soon enough.

2. Bike Spaces Required.

Bicycle parking facilities shall be provided in accordance with the following schedule, with fractional requirements for bike parking over .5 to be rounded up:

[Requirements from 10% to 35% of car parking (based on use).]

3. Type of bicycle parking required.

Each bicycle parking space shall be no less than six feet long by two feet wide (6'X2') and shall have a bicycle rack system in compliance with the bike rack classifications listed in item 4 as follows: Fractional amounts of the type of parking facilities maybe shifted as desired.

- a. Office, Industrial (Commercial) Financial -- 60% Class 1 / 40% Class 2
- b. Retail, Service (Commercial) -- 20% Class 1 / 80% Class 2
- c. Multi-Family Residential (3 or more units) -- 100% Class 1 (Garages or secure accessible indoor areas count)
- d. Public or Commercial Recreation -- 10% Class 1 / 90% Class 2
- e. Schools -- 100% Class 2, Secured, Covered
- f. Park and Ride Lots -- 80% Class 1 / 20% Class 2
- g. Transit Center -- 100% Class 2, Secured, Covered

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 bicycles 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).

5. Location and Design of Facilities

- a. Bicycle parking should be located in close proximity to the buildings entrance and clustered in lots not to exceed 16 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 24 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 (6) 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.

6. Variations to Requirements

- a. Substitution of car parking with bike parking. New and pre-existing developments may convert up to 10% of their auto spaces to unrequired additional bike parking, as long as the spaces are conveniently located near an entrance. Converted parking spaces must yield at least 6 bike parking spaces per auto space.

This section allows a business that wants more space for their business to obtain it by converting a part of their auto parking to additional bike parking. It also allows businesses that do not have any room for bike racks to create room (and have space left over). The most significant part of this item is that it provides a motivation for current businesses to install bicycle parking even though they are not required to install any.

- b. Where the provision of bike parking is physically not feasible the requirements may be waived or reduced to a feasible level by the Zoning Administrator.

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