

18.92.060 Bicycle Parking

A. All uses, with the exception of detached single-family residences and uses in the C-1-D zone, shall provide a minimum of two sheltered bike parking spaces.

B. Every residential use of two units or more per structure, and not containing a garage, shall provide bicycle parking spaces as follows:

Multi-Family Residential: One sheltered space per studio and 1-bedroom unit

1.5 sheltered spaces per 2-bedroom unit

2.0 sheltered spaces per 3-bedroom unit

Senior Housing: One sheltered space per 8 units (*80% of the occupants are 55 or older*)

C. In addition, all uses which require off street parking, except as specifically noted, shall provide one bicycle parking space for every 5 required auto parking spaces. Fractional spaces shall be rounded up to the next whole space. Fifty percent of the bicycle parking spaces required shall be sheltered from the weather. All spaces shall be located in proximity to the uses they are intended to serve. (Ord 2697 S1, 1993)

D. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every five auto parking spaces.

E. Elementary, Junior High, Middle and High Schools shall provide one sheltered bicycle parking space for every five students.

F. Colleges, universities, and trade schools shall provide one bicycle parking space for every five required auto parking spaces, of which one half is to be sheltered.

G. No bicycle parking spaces required by this standard shall be rented or leased, however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.

H. The required bicycle parking facilities shall be constructed when an existing residential building or dwelling is altered or enlarged by the addition or creation of dwelling units, or when a non-residential use is intensified by the addition of floor space, seating capacity, or change in use.

I. Bicycle Parking Design Standards

1. The salient concern is that bicycle parking be visible and convenient to cyclists and that it provides sufficient security from theft and damage.

2. Bicycle parking requirements can be met in any of the following ways:

a. Providing a bicycle storage room, bicycle lockers, or racks inside the building.

b. Providing bicycle lockers or racks in an accessory parking structure, underneath an awning or marquee, or outside the main building.

c. Providing bicycle racks on the public right of way. This must be approved by City of Ashland Public Works Department.

d. Providing secure storage space inside the building.

3. All required exterior bicycle parking shall be located on site within 50 feet of well-used entrances and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.

4. Required bicycle parking spaces located out of doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent walkways or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as automobile parking.

5. An aisle for bicycle maneuvering shall be provided and maintained between each row of bicycle parking. Bicycle parking shall be designed in accord with the illustrations used for the implementation of this chapter.

6. Each required bicycle parking space shall be accessible without moving another bicycle.

7. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.

8. Parking spaces configured as indicated in the figure at the end of this chapter meet all requirements of this chapter and is the preferred design. Commercial bike lockers are acceptable according to manufacturer's specifications. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by 3 feet wide by 4 feet high, unless adequate room is provided to allow configuration as indicated in the figure at the end of this chapter.

9. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages shown in the figure at the end of this chapter.

10. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.

11. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate vision clearance standards. Bicycle parking facilities should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into building design or street furniture.

J. Bicycle Parking Rack Standards.

1. All required bicycle parking racks installed shall meet the individual rack specifications shown in the figure at the end of this chapter. Single and multiple rack installations shall conform with the minimum clearance standards shown in the figures at the end of this chapter. Alternatives to the above standard may be approved after review by the

Transportation Commission and approval by the Staff Advisor. Alternatives shall conform with all other applicable standards of this section. Bicycle parking racks or lockers shall be anchored securely.

2. The intent of this Subsection is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

a. Bicycle racks shall hold bicycles securely by means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

b. Bicycle racks shall accommodate:

i. Locking the frame and both wheels to the rack with a high-security U-shaped shackle lock, if the bicyclists removes the front wheel; and

ii. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, if the bicyclists leaves both wheels on the bicycle; and

iii. Locking the frame and both wheels to the rack with a chain or cable not longer than 6 feet without removal of the front wheel.

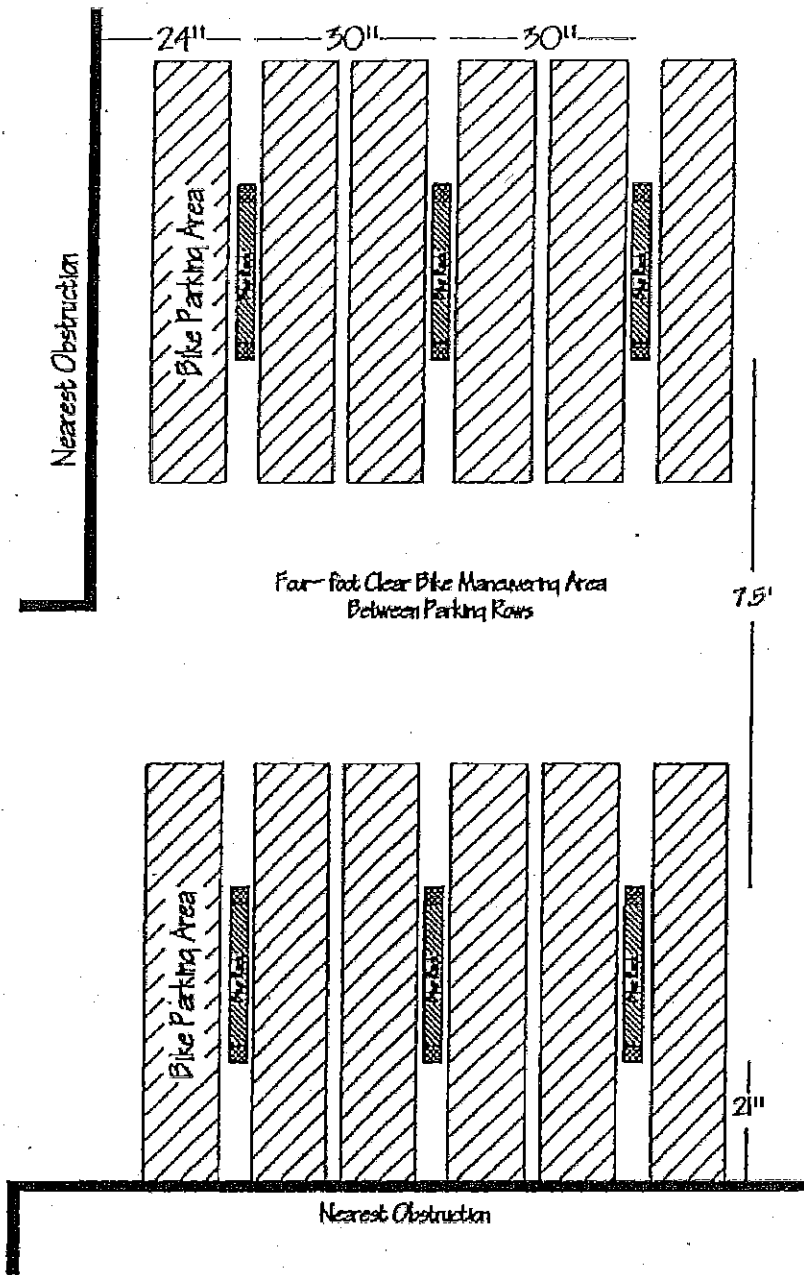
c. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition.

(Ord. 2320, 1984; Ord 3054, 2011)

CITY OF ASHLAND LAND USE CODE

SUPPLEMENTAL INFORMATION CHAPTER 18.92

Bike Parking Rack Layout Design



Community Development Department
51 Winburn Way, Ashland OR 97520
www.ashland.or.us

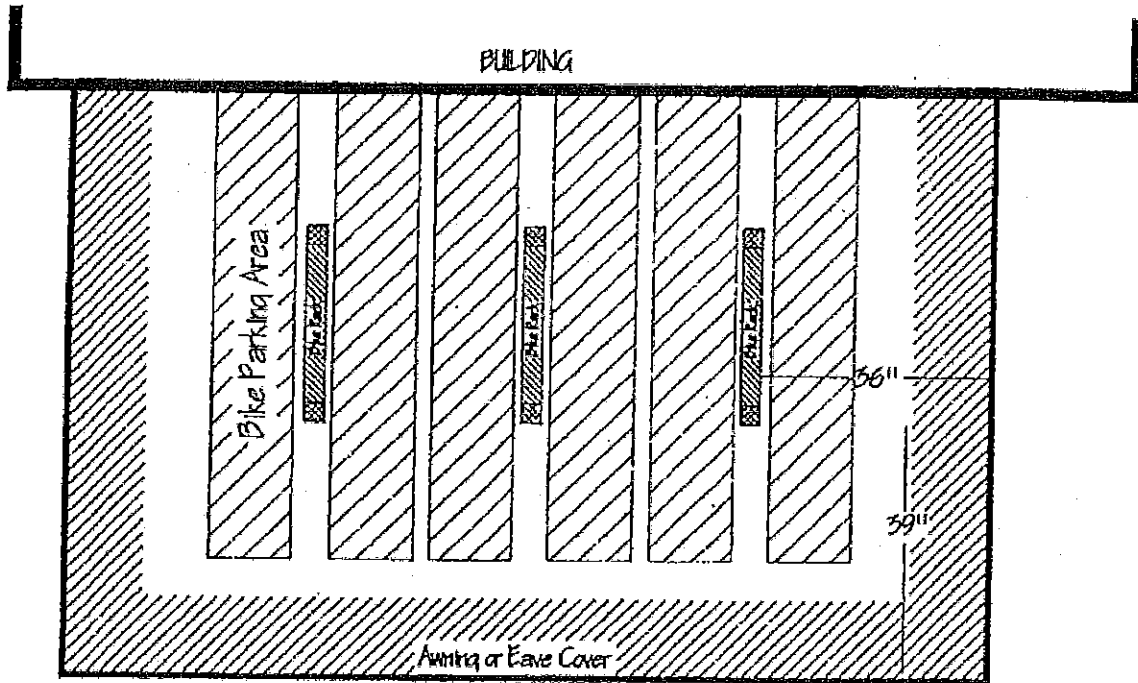
Phone (541) 488-5305
Fax (541) 552-2050
TTY (800) 735-2900

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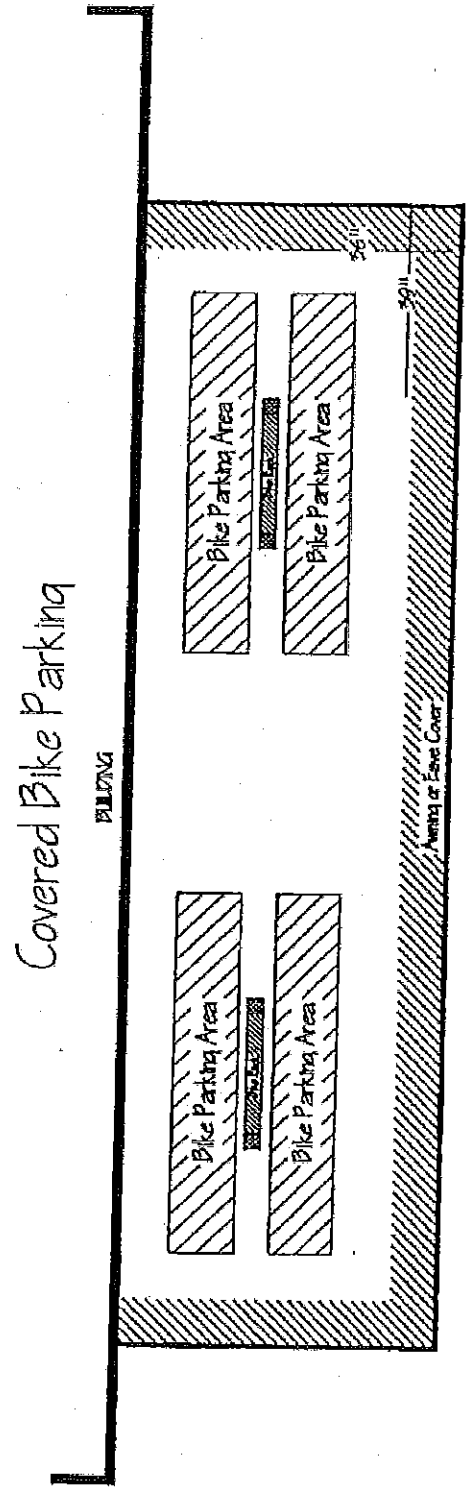
Covered Bike Parking



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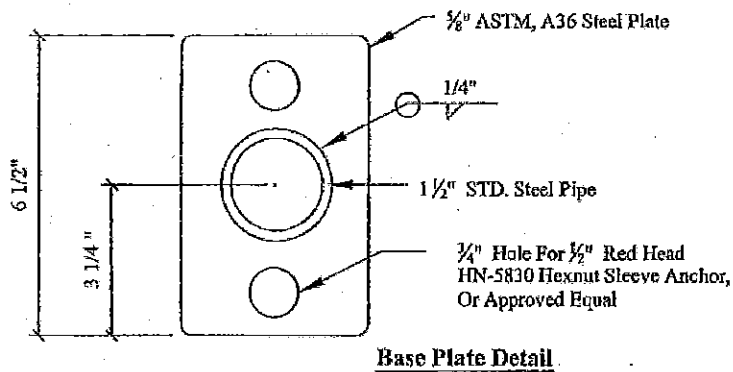
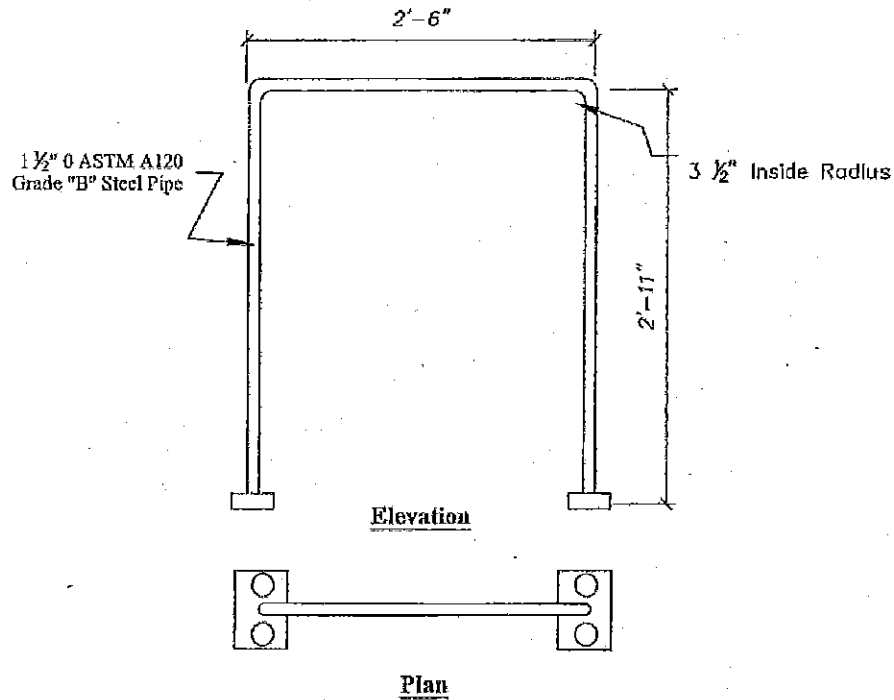
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SUPPLEMENTAL INFORMATION



GENERAL NOTES:

1. FINISH: POWDER-COAT BLACK

METAL HITCHING POST STYLE BICYCLE RACK

	PUBLIC WORKS ENGINEERING Ashland - Medford - Rogue Valley Sewer Services	CD173
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