



Bike Parking Guide

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District Department of Transportation

June 2018

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INTRODUCTION

Why is Bicycle Parking Important?

The District of Columbia promotes bicycling as an efficient way of getting around. The District is well-suited for bicycling and more people are using their bikes for commuting, shopping, and general transportation. Enhancing and promoting sustainable transportation is a cornerstone of the District's policies.

Providing bicycle parking encourages people to use their bicycles for transportation. Research shows that people are more likely to use a bicycle if they are confident that they will find convenient and secure parking at their destination.¹

Providing a designated area for bicycle parking gives a more orderly appearance to a building and prevents people from locking their bikes to unacceptable fixtures, such as trees, benches, or railings. However, if a bicycle rack appears insecure, does not function well, or is poorly located, people will not use it. These guidelines are intended to provide information on approved rack design, location, and quantities to ensure that racks serve the public's needs.

What is a Bicycle Parking Space?

A bike parking space is an area where one bicycle may be securely stored with both wheels resting on a stable surface, and conveniently accessed and removed without requiring the movement of other parked bicycles, vehicles, or other objects.



¹ Ralph Buehler with Andrea Hamre, Dan Sonenklar, and Paul Goger, Virginia Tech, Urban Affairs and Planning, Final Report, 08/2010-11/2011, "Trends and Determinants of Cycling in the Washington, DC Region" <https://ntl.bts.gov/lib/47000/47100/47120/VT-2009-05.pdf>

REQUIREMENTS

Development and Zoning Requirements

All new and existing buildings in the District require bicycle parking. Locations and types of bicycle parking must be shown in building site plans and be approved by DDOT during the development review process. There are several regulations governing bike parking in the DC Municipal Regulations: Title 11 (Zoning), Subtitle C, Chapters 7 and 8; Subtitle K, Chapters 3, 6 and 9; and Title 18 (Traffic), Chapter 12. In these regulations, bicycle parking requirements vary by the type of building.

How Much Bicycle Parking is Required?

Existing Residential Building: Title 18, Chapter 12

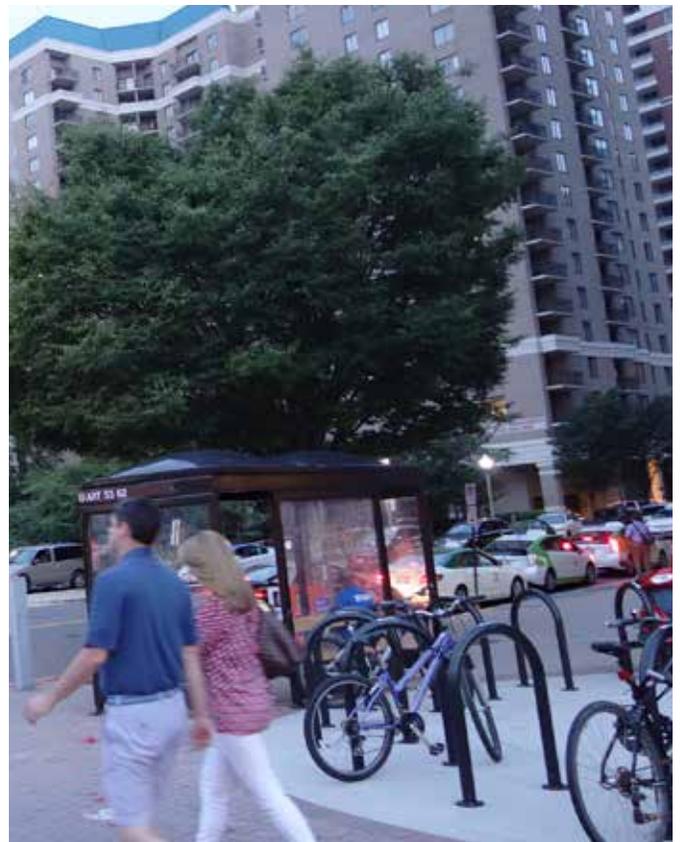
All existing residential buildings with eight or more units are required to provide a reasonable number of bicycle parking spaces within thirty days after written request from one or more tenants or property owners.

A reasonable number shall be defined as the lesser of either one bicycle parking space for each three residential units; or enough bicycle parking to meet the requested demand. All substantially rehabilitated buildings with eight or more units shall have at least one secure bicycle parking space for each three residential units or the same number of secure parking spaces as were in the building before the rehabilitation, whichever is greater.

Some exemptions apply. For more information, please see Title 18, Chapter 12 BICYCLE PARKING REQUIREMENTS FOR RESIDENTIAL BUILDINGS.²

New Development: Title 11, Chapter 8

Table 1 summarizes the zoning requirements for typical land uses. For more detail, see Title 11 of the District of Columbia Municipal Regulations. When calculating the required number of long-term or short-term bicycle parking spaces for a particular use, round up to the nearest whole number.



² District of Columbia Municipal Regulations, Title 18, Chapter 12 (<https://www.dcregs.dc.gov>)

Table 1: Minimum Number of Bicycle Parking Spaces

Use	Long-Term Spaces	Short-Term Spaces
Agriculture, Large	None	2 spaces
Agriculture, Residential	None	None
Animal Sales, Care and Boarding	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Antennas	None	None
Arts Design and Creation	1 space for each 10,000 sq. ft.	1 space for each 20,000 sq. ft.
Basic Utilities	1 space for each 20,000 sq. ft.	None
Chancery	1 space for each 5,000 sq. ft.	1 space for each 40,000 sq. ft.
Community-Based Institutional Facility	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Daytime Care	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Eating and Drink Establishment	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Education, College/University	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Education, Private School	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Education, Public	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.
Emergency Shelter	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Entertainment, Assembly, and Performing Arts	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Firearm Sales	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Government, Large-Scale	1 space for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces
Government, Local	1 space for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces
Medical Care	1 space for each 10,000 sq. ft.	1 space for each 7,500 sq. ft.
Institutional, General	1 space for each 7,500 sq. ft.	1 space for each 2,500 sq. ft. but no less than 8 spaces
Institutional, Religious	1 space for each 7,500 sq. ft.	1 space for each 2,500 sq. ft. but no less than 8 spaces
Lodging	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Marine	None	1 space for each 3,500 sq. ft.
Motor Vehicle-related	1 space for each 20,000 sq. ft.	1 space for each 10,000 sq. ft.
Office	1 space for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Parking	None	None
Parks and Recreation	None	1 space for each 10,000 sq. ft. but no less than 6 spaces
Production, Distribution, & Repair	1 space for each 20,000 sq. ft.	None
Residential House Residential Flat	None	None
Residential Apartment	1 space for each 3 dwelling units	1 space for each 20 dwelling units
Retail	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service, General	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service, Financial	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Sexually-based Business Establishment	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Transportation Infrastructure	None	None
Waste-related Services	1 space for each 20,000 sq. ft.	None

BICYCLE PARKING REQUIREMENTS

Signs

When bicycle parking spaces are required, signs must be posted in a prominent place at each entrance to the building or structure stating where bicycle parking spaces are located.³ The sign must have a white background with black lettering that is at least 2 inches in height.⁴

Maintenance

A property owner shall provide and maintain all required bicycle parking spaces for as long as the structure that the bicycle parking spaces are designed to serve exists. Maintenance of required bicycle parking spaces shall include keeping all racks and spaces clear of snow, ice, and any other obstructions.⁵

Bicycle Rack Design

There are a variety of designs for bicycle racks produced by many manufacturers. Bike racks can be purchased as single units, with a capacity of locking 2 bikes (one on each side), or as multiple units attached together, with a larger capacity. However, not all manufactured bicycle racks meet the District's standards. Common rack styles that are acceptable include the "Inverted U" and "Post and Ring" racks (see Figure 1). Custom designs and "artistic" racks can also be used, provided they meet the following performance criteria for bicycle racks and are approved by DDOT. Product advertising is not permitted on custom bike racks.

Bicycle Rack Requirements

Bicycle racks must meet the following requirements:

- The frame and one wheel can be locked to the rack with a secure U-shaped lock ("U-lock") without removing a wheel from the bicycle.⁶
- The frame can be supported in at least two places so it cannot be pushed over or easily fall.⁷
- The rack must be securely anchored.



"Inverted-U" racks are an example of an acceptable rack design. These racks provide two points of contact, can secure a bicycle with a U-lock, and are securely anchored. They are also properly spaced from one another; and are located near the building entrance.

The following are additional features of acceptable bicycle racks:

- The rack is installed on a permanent foundation (e.g., concrete pad) to ensure stability.
- It is secured with tamper-proof nuts, if surface mounted.
- The rack design keeps both bike wheels on the ground (except for the portion of long-term bike parking racks that may be vertical).
- It can support a variety of bicycle sizes and frame shapes.
- The diameter of locking pole is between 1.5 inches and 2.5 inches.
- Galvanized or stainless steel racks are recommended (and required for racks on public property). Outdoor racks must also be coated with PVC or thermoplastic.

³ District of Columbia Zoning Code (DC Zoning Code), Subtitle C, Chapter 8, Section 801.1

⁴ District of Columbia Municipal Regulations (DC Regs), Section 2910

⁵ DC Zoning Code, Section 801.2

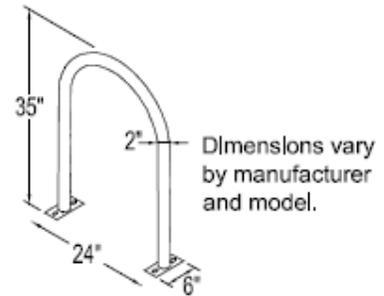
⁶ DC Zoning Code, Section 801.3

⁷ Ibid.

Figure 1: Acceptable Bike Rack Designs (DDOT Bicycle Facility Design Guide)

BICYCLE RACK DESIGNS

PREFERRED "U Rack" DESIGN



ACCEPTABLE DESIGNS



Golden Triangle
BID Style



Downtown
BID Style



UNACCEPTABLE DESIGNS



This type of rack can bend the wheel.



This type of rack does not support the bicycle frame in at least 2 places.

RACK ELEMENTS

The rack must;

- Support the bicycle frame in at least 2 places, allowing the frame and wheel to be locked using a U-lock or cable lock.
- Prevent the wheel of the bicycle from tipping over.
- Not damage the bicycle.
- Be durable and securely anchored.
- Allow front-in or back-in parking.

Unacceptable Bicycle Racks

Bicycle racks must *NOT*:

- Support the bicycle at only one point.
- Support the bicycle only by one wheel.
- Allow the bicycle to fall, which can damage the bike and block pedestrian right-of-way.
- Have sharp edges that can be hazardous to the visually impaired.
- Connect to each other with a bar on top (that can block handlebars and baskets).
- Suspend any part of the bike in the air or require that the bicycle be lifted to get it into position, except for the portion of long-term bike parking racks that may be vertical (see next section for detail).⁸

8 DC Zoning Code, Section 805.9



Examples of bicycle racks that are not approved. The designs do not properly support bicycles and lead to improper and inefficient parking.

Long-term Bicycle Parking

Long-term parking is intended for people making longer stays at a location, and shall be available for employees, residents, and other building occupants.⁹

Location and Level

Bicycle parking must be designed for convenient daily use, not simply for short-term storage of bicycles. All required long-term bicycle parking spaces must be located within the building for which they are required.

Required long-term bicycle parking must be no lower than the first cellar level or the first complete parking level below ground, and no higher than the first above-ground level.

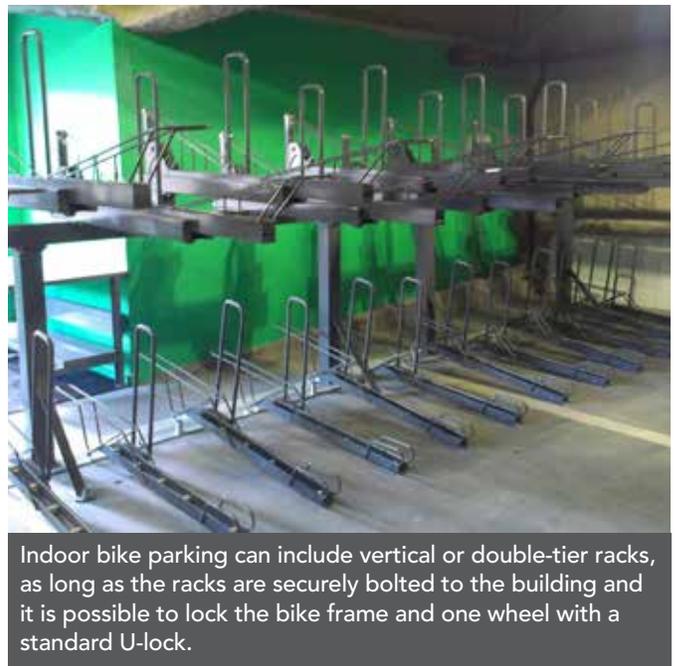
Access may be provided by an elevator with interior dimensions of 80 inches by 54 inches.

Long-term Bicycle Parking Types

All residential buildings must provide long-term parking in the form of acceptable bicycle racks or lockers.¹⁰ In new and substantially renovated buildings, the zoning requires that all required long-term spaces must be provided indoors (in a parking garage or a bicycle storage room). A minimum of 50 percent of required long-term bicycle parking spaces shall allow the bicycles for be placed horizontally on the floor or ground, without the bicycle being suspended.¹¹ For older buildings, indoor parking is preferred but may not always be feasible. In these cases, if bicycle parking spaces must be located outside of the building, the spaces shall be secure, covered, and adjacent to the building.¹²

Parking Garages

Bicycle parking in parking garages must be clearly marked and separated from motor vehicle parking by a physical barrier, such as a wheel stop or bollards.¹³ Bicycle racks inside parking garages must meet the security standards of short-term racks or lockers.



Indoor bike parking can include vertical or double-tier racks, as long as the racks are securely bolted to the building and it is possible to lock the bike frame and one wheel with a standard U-lock.

Bicycle Rooms

Where long-term parking is provided in a bicycle room, the room shall have solid walls or floor-to-ceiling fencing. The room shall have locked doors. The entire room must be visible from the entry door. A motion-activated security light in a tamper-proof case must be provided in each bicycle room.

⁹ DC Regs, Section 1215.4

¹⁰ DC Zoning Code, Section 805.3

¹¹ DC Zoning Code, Section 805.9

¹² DC Regs, Section 1215.1

¹³ DC Zoning Code, Section 805.4 and DC Regs, Section 1215.7



Examples of acceptable short-term rack designs in DC.
(photo credits: Elvert Barnes)

Short-term Bicycle Parking

Short-term bicycle parking is intended primarily to serve visitors, such as retail patrons making trips of up to a few hours. It is sometimes called “visitor parking;” however, it may serve other bicycle users as needed.

Location

Short-term bicycle parking must be located in a publicly-accessible space within a maximum of 120 feet of pedestrian entrances¹⁴ (25 feet is preferred). The location must be well-lit and convenient to the building it is meant to serve.¹⁵

Safe locations for short-term bicycle parking also have these features:

- They are in full view, near pedestrian traffic and windows, and in well-lit areas to maximize visibility and minimize vandalism.
- They are under cover to protect bicycles from inclement weather.
- They are far enough away from the street or parking spaces so that bicycles will not be damaged by cars, set back if possible (see Distance from Curb).
- They do not obstruct pedestrian traffic, including when a bike is parked and when empty.

Additional Features of Accessible Locations

Accessible locations for short term parking have these characteristics:

- They are located between building entrances and roads, bike lanes, and paths.
- The pedestrian access route is at least 48 inches wide (60 inches or more is preferred).¹⁶
- The pedestrian access route does not have a slope greater than 5 percent (8 percent if level landing is provided every 30 feet of linear distance).

¹⁴ DC Zoning Code, Section 804.2

¹⁵ DC Zoning Code, Section 804.6

¹⁶ DC Zoning Code, Section 805.8 and DC Regs, Section 1215.

Short-term Bicycle Parking in Public Space

Required short-term parking must be on the same lot as the building meeting the requirement, or on public space within 20 feet after obtaining approval through the application process.

DDOT encourages short-term bike parking in public space for visitors and customers. Private developers and property owners may not install racks in the public right-of-way without formal permission from the city. To apply for a permit, visit <http://.tops.ddot.dc.gov> or contact the DDOT bike parking office at (202) 673-6813.

DDOT is also able to install bicycle racks in public space at the request of the public. To submit a request for a rack, please contact 311 or contact the DDOT bike parking office at (202) 673-6813.

In-Street Bike Racks

Occasionally, when demand for bike parking is high and sidewalk space is limited, bicycle parking corrals are installed in the street, typically in the parking lane. In-street corrals are best on low-volume streets or on streets where a bicycle lane separates the corral from moving traffic. A physical barrier such as flexible bollards and curb stops should separate the bike corral from traffic including parked cars.



Examples of in-street bicycle parking in the District of Columbia. Flexible posts separate traffic from the bike parking.

Layout Dimensions

Proper layout of bicycle racks is essential to ensure that they will safely and conveniently accommodate the intended number of bicycles. Racks must be located in a safe and accessible place with adequate space to maneuver a bicycle in and out. Each required bicycle parking space must be accessible without moving another bicycle.¹⁷

Layout Must Follow These Minimum Dimensions:

Each required long-term bicycle parking space shall be:

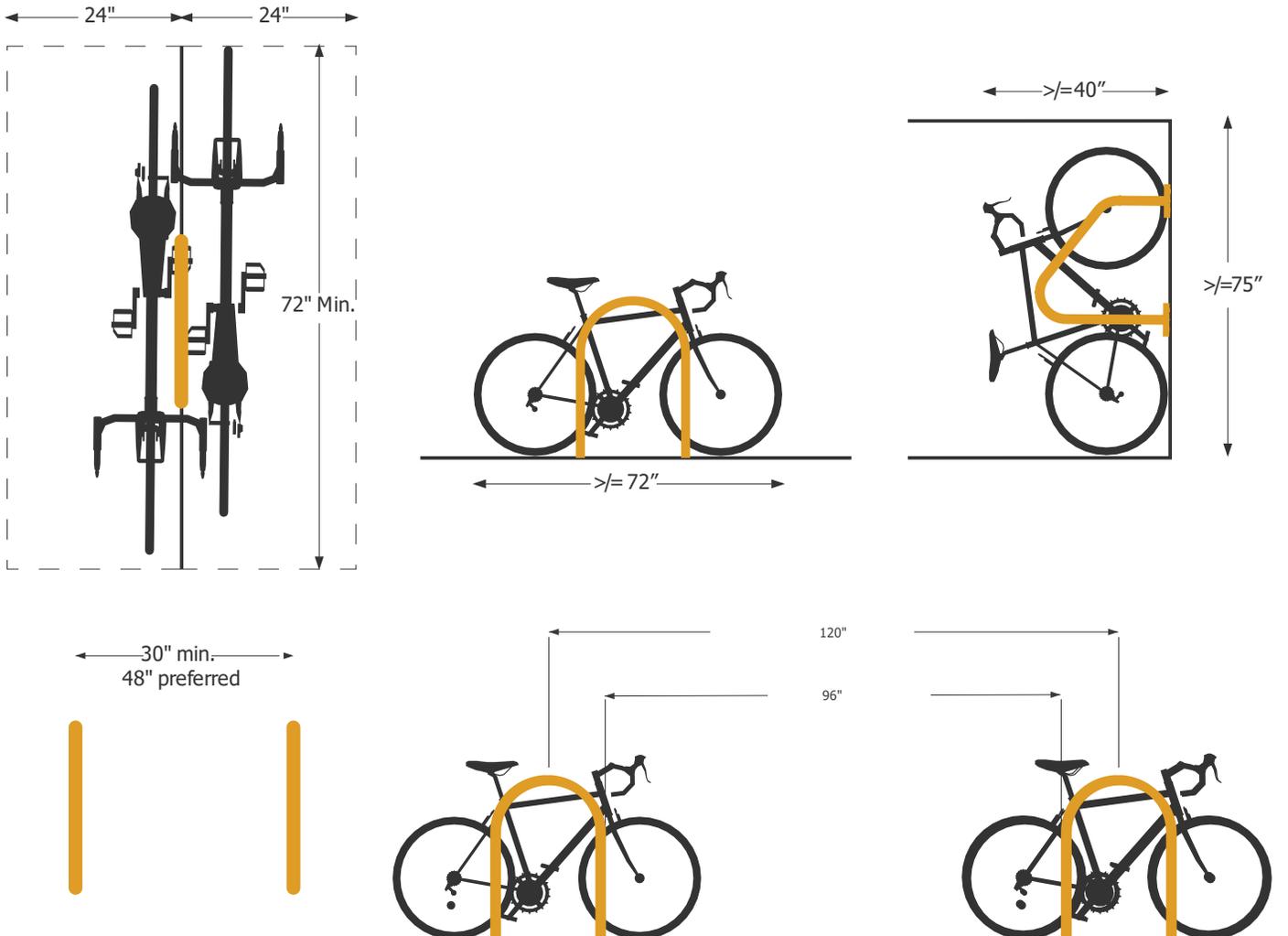
- A minimum width of 24 inches, and shall be:
 - » A minimum of 72 inches in length if the bicycles are to be placed horizontally; or
 - » A minimum of 40 inches in length if the bicycles are to be placed vertically¹⁸

Distance to other Racks:

Rack units aligned parallel to each other (side by side) must be at least 30 inches apart; 48 inches is recommended. This includes racks that are sold as multiple rack units attached together.

Rack units aligned end to end must be at least 96 inches apart (120 inches from center to center), leaving a 48 inch clear space between bicycles.¹⁹

Figure 2: Linear Rack Spacing

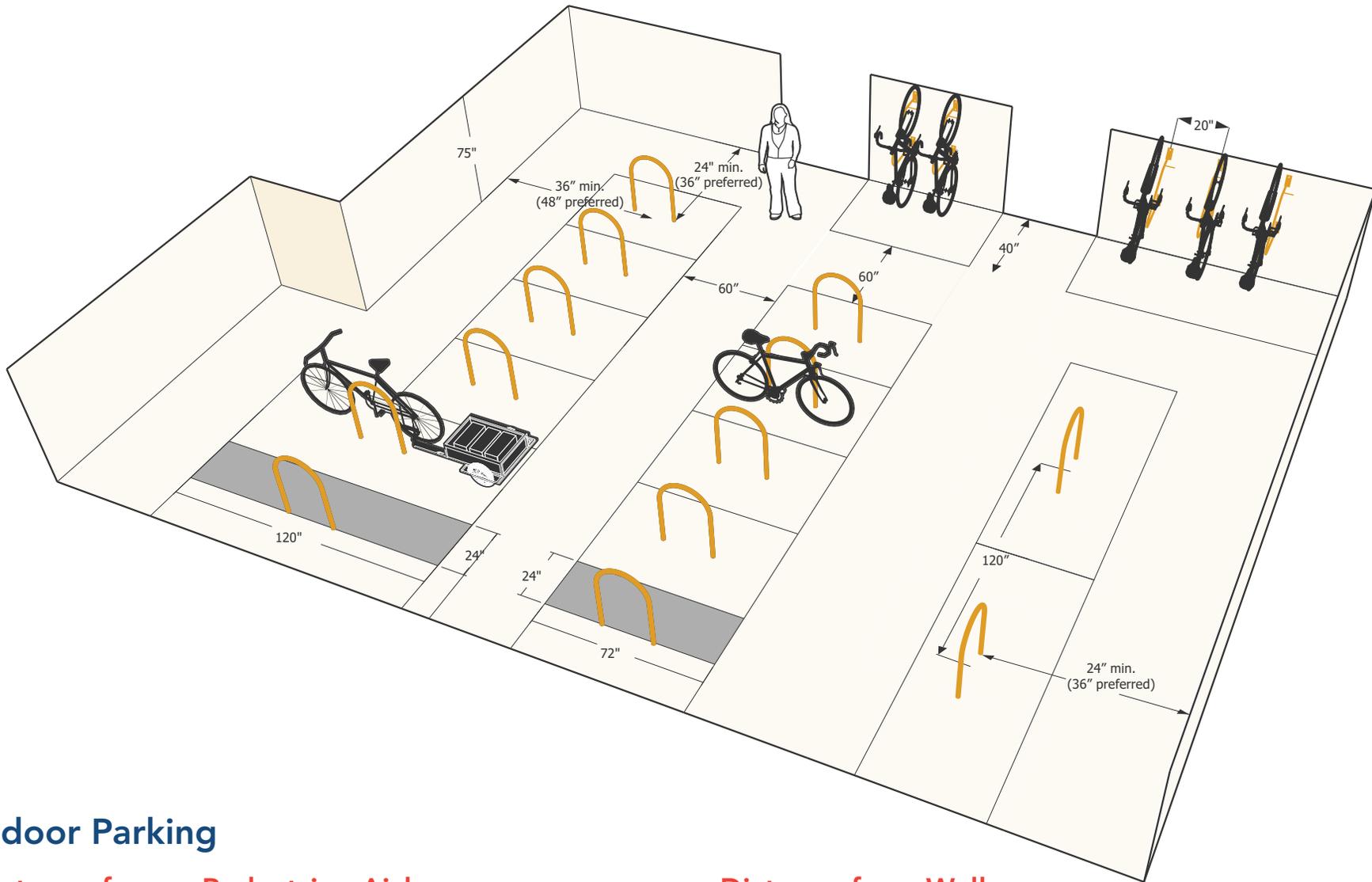


17 DC Zoning Code, Section 801.4

18 DC Zoning Code, Section 805.10

19 DC Zoning Code, Section 801.3

Figure 3: Bike Room Rack Dimension/Spacing



Indoor Parking

Distance from a Pedestrian Aisle:

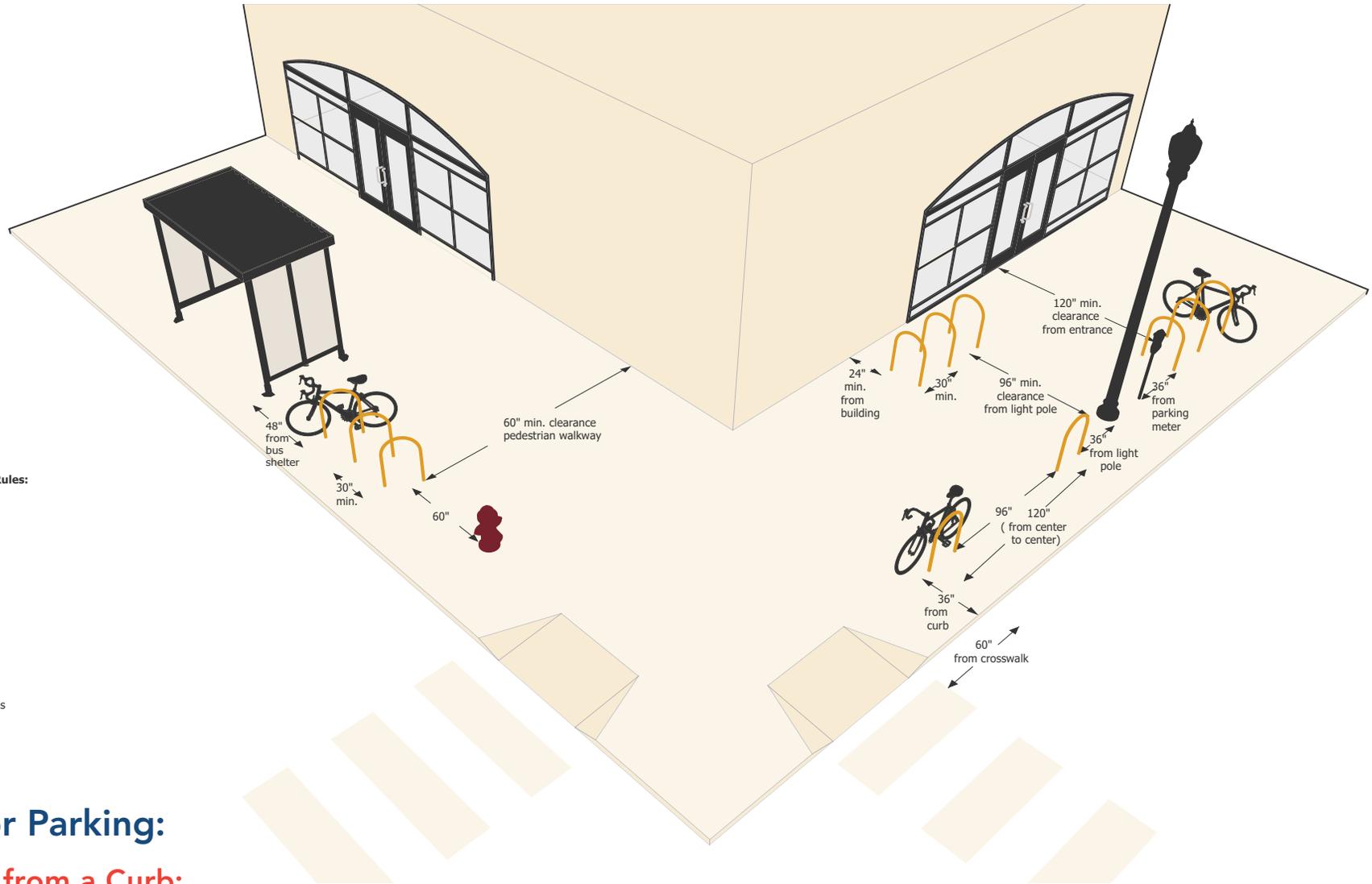
For long-term parking, a 60 inch wide pedestrian aisle must be provided, measured from the perimeter of the 72-inch bike parking space.

Where 20 or more bicycle parking spaces are required, at least 5 percent of the spaces should be 120 inches long to allow space for tandems and trailers.

Distance from Wall:

- Rack units placed perpendicular to a wall should be at least 48 inches from the wall to the center of the rack; 36 inches is the minimum required.
- Rack units parallel to a wall should be at least 36 inches from the rack to the wall; 24 inches is the minimum required.

Figure 4: Outdoor bike parking spacing and dimensions



Other rack Placement Rules:

4' from:
 Loading zone
 Bus stop
 Bus bench

3' from:
 Newspaper rack
 US mailbox
 Sign pole
 Driveway
 Tree space
 Trash can
 Utility meter
 Manhole
 Other street furniture
 Other sidewalk obstructions

Outdoor Parking:

Distance from a Curb:

- Rack units placed perpendicular to the curb should be at least 48 inches from the curb to the center of the rack; a minimum of 36 inches is required.
- Rack units placed parallel to the curb must be at least 24 inches from the curb to the rack; 36 inches is recommended.

Other Distances:

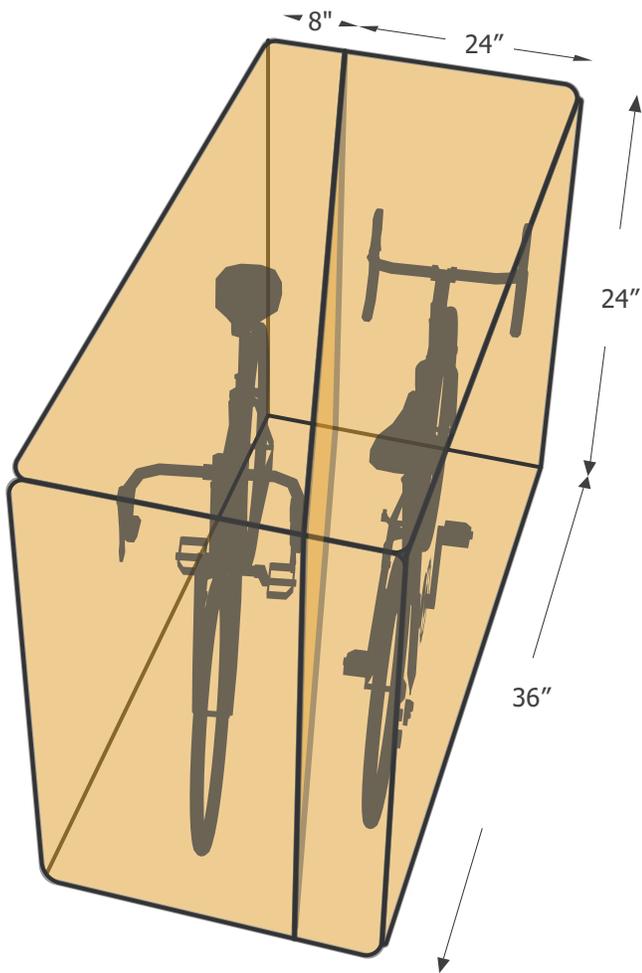
- Racks should be at least 60 inches from curbside fire hydrants and 72 inches from wall fire hydrants.

Bicycle Lockers

Bicycle lockers must be securely anchored and meeting the following minimum dimension:

- 24 inches wide at the door
- 8 inches wide at the opposite end
- 72 inches in length, and
- 48 inches in height

Figure 5: Bicycle Locker Dimensions



FREQUENTLY ASKED QUESTIONS (FAQs)

What do I do if my building does not have bike parking?

Speak with your landlord or building management to make sure that the building does not have bike parking. Share this guide with them and request that they install bike parking. If they are reluctant or have questions, contact the DDOT bike parking office at (202) 673-6813 and provide your building's location and a contact name and number for building management. DDOT will check to see if the building is required to have short-term or long-term bicycle parking and reach out building management to ensure compliance if it's required. DDOT is also able to install bicycle racks in public space at the request of the public. To submit a request for a rack, please contact 311 or contact the DDOT bike parking office at (202) 673-6813.

How do I get an exemption to the bike parking requirements?

Where it can be demonstrated that providing sufficient bicycle parking spaces required under Title 18, Chapter 12 is not physically practical, that undue economic hardship would result from strict compliance with the regulation, or that the nature of the building use is such that bicycle parking spaces would not be used, the District Department of Transportation Bicycle Program Office may grant, upon written application of the owner of the building, an appropriate exemption or reduced level of compliance. In such cases, the Bicycle Program Office shall issue to the building owner a written certificate documenting the exemption or reduced level of compliance.²⁰

How do I request a bike rack in front of my business?

DDOT continually looks for opportunities to expand bike parking in the District. Please contact the DDOT bike parking team at (202) 673-6813. Standard U-racks are available at no charge to your business, subject to availability. To have DDOT install standard U-Racks: apply for a public space occupancy permit (<https://ddot.dc.gov/page/permit-applications-use-public-spaces>), and include a note that you wish DDOT to supply and install racks. Please include clear site plans conforming to the guidelines in this document to ensure a speedy review and approval. You may also apply to use non-standard bike racks if you wish to have unique or branded bike racks. In this case you must also include the design of the non-standard racks in your application. You will be responsible for sourcing and installing non-standard racks. DDOT will waive the permit fee for standard bike racks.

What do I do if bike parking is damaged or needs to be replaced?

Contact 311 or contact the DDOT bike parking office at (202) 673-6813. If possible, please include a picture of the damage.

²⁰ District of Columbia Municipal Regulations, Title 18, Chapter 12, Section 1214.6

APPENDIX

The following District of Columbia regulations apply to bicycle parking.

Table 2: Quick Reference Table

Source	Topic	Link
Title 11 (Zoning), Subtitle C	New Construction Requirements	http://www.dcregs.dc.gov/Gateway/RuleHome.aspx?RuleNumber=11-2910 Or use this link: https://www.dcregs.dc.gov/Common/DCMR/SectionList.aspx?SectionId=41365
801	Parking Requirements	
802	Minimum Number of Spaces	
803	Calculating (Floor Area)	
804	Short-Term Bicycle Parking Space Requirements	
805	Long-Term Bicycle Parking Space Requirements	
806	Requirements for Showers and Changing Facilities	
Title 11 (Zoning), Subtitle K	Space Requirements	https://dcoz.dc.gov/publication/zoning-regulations-2016-unofficial-version-technical-corrections
310	Bicycle Parking Minimums	
610	Bicycle Parking (STE)	
916	Long-term Bicycle Parking Space Requirements	
Title 18 (Traffic), Chapter 12	Residential Requirements	http://dcregs.dc.gov/Gateway/RuleHome.aspx?RuleNumber=18-1214 or use this link: https://dcregs.dc.gov/Common/DCMR/SectionList.aspx?SectionId=43914
1208	Public Placement of Bicycle Racks (permits)	
1209	Parking Bicycle on Public Space (Duration and Location)	
1214	Bicycle Parking Requirements for Residential Building (Quantity)	
1215	Bicycle Parking for Residential Building (Space Requirements)	
1216	Bicycle Parking in Residential Building (Fines)	
Title 18, Chapter 21	Office and Retail Requirements	http://ddot.dc.gov/page/bicycle-parking-regulations
2119	Bicycle Parking Spaces for Office, Retail and Services Uses	

DC Zoning: Chapter 8 Bicycle Parking

Subtitle C - 55

CHAPTER 8 BICYCLE PARKING

800 INTRODUCTION

- 800.1 Any building permit application for new construction or addition to an existing building shall be accompanied by a bicycle parking plan, which shall be depicted on detailed site plans and building plans and demonstrate full compliance with this chapter.
- 800.2 The Zoning Administrator may at his discretion, request that DDOT review and make a recommendation regarding any item on the bicycle parking plan prior to approving the building permit application.
- 800.3 No certificate of occupancy shall be issued unless the bicycle parking spaces have been constructed in accordance with the approved bicycle parking plan.

801 BICYCLE PARKING REQUIREMENTS

- 801.1 When bicycle parking spaces are required, signs shall be posted in a prominent place at each entrance to the building or structure stating where bicycle parking spaces are located.
- 801.2 A property owner shall provide and maintain all required bicycle parking spaces so long as the structure that the bicycle parking spaces are designed to serve exists. Maintenance of required bicycle parking spaces shall include keeping all racks and spaces clear of snow, ice, and any other obstructions.
- 801.3 Where required bicycle parking is provided as racks, the racks must meet the following standards:
- (a) The bicycle frame and one wheel can be locked to the rack with a high security U-shaped shackle lock without removing a wheel from the bicycle;
 - (b) A bicycle six feet (6 ft.) long can be securely held with its frame supported in at least two (2) places so that it cannot be pushed over or fall in a manner that would damage the wheels or components;
 - (c) Racks shall be placed a minimum of thirty inches (30 in.) on center from one another; twenty-four inches (24 in.) from any other obstructions; with a forty-eight inch (48 in.) minimum aisle separating racks; and provide a minimum clearance width of twelve inches (12 in.) for each bicycle; and
 - (d) The rack shall be securely anchored.
- 801.4 Each required bicycle parking space shall be accessible without moving another bicycle.
- 802.2 After the first fifty (50) bicycle parking spaces are provided for a use, additional spaces are required at one half (1/2) the ratio specified in § 802.1
- 802.3 Notwithstanding C §§ 802.1 and 802.2, no property shall be required to provide more than one hundred (100) short-term bicycle parking spaces. All properties with a long-term bicycle parking requirement shall provide at least two (2) long-term spaces, and all properties with a short-term requirement shall provide at least two (2) short-term spaces. The bicycle parking standards of this chapter shall be met when a new building is constructed.
- 802.4 When a property changes use categories or adds a use category, the property shall add any bicycle parking spaces necessary to meet the requirements for the new use. However, historic resources shall not be required to provide additional bicycle parking spaces for a change in use when the gross floor area of the building is not expanded.
- 802.5 An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle parking requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on [enactment date of amendment], or in the case of a new building, the gross floor area used to calculate the initial parking requirement. The additional minimum parking required shall be calculated based upon the entire gross floor area added.

Table 3: Minimum Number of Bicycle Parking Spaces

Use	Long-Term Spaces	Short-Term Spaces
Agriculture, Large	None	2 spaces
Agriculture, Residential	None	None
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Lodging	1 space for each 10,000 sq. ft.	1 space for each 40,000 sq. ft.
Marine	None	1 space for each 3,500 sq. ft.
Motor Vehicle-related	1 space for each 20,000 sq. ft.	1 space for each 10,000 sq. ft.
Office	1 space for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Parking	None	None
Parks and Recreation	None	1 space for each 10,000 sq. ft. but no less than 6 spaces
Production, Distribution, & Repair	1 space for each 20,000 sq. ft.	None
Residential House Residential Flat	None	None
Residential Apartment	1 space for each 3 dwelling units	1 space for each 20 dwelling units
Retail	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service, General	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Service, Financial	1 space for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.
Sexually-based Business Establishment	1 space for each 10,000 sq. ft.	1 space for each 10,000 sq. ft.
Transportation Infrastructure	None	None
Waste-related Services	1 space for each 20,000 sq. ft.	None

- 802.6 Additions to historic resources shall be required to provide additional bicycle parking spaces only for the addition's gross floor area and only when the addition results in at least a fifty percent (50%) increase in gross floor area beyond the gross floor area existing on [enactment date of amendment].
- 802.7 Special exception relief from additional parking requirements for historic resources is provided for in C § 807.
- 802.8 If a use operates solely outside of a building, any expansion of that use shall conform to the applicable bicycle parking standards.
- 802.9 Uses governed by a campus plan are subject to the bicycle parking requirements approved by the Zoning Commission and are not subject to the bicycle parking requirements otherwise applicable.
- 802.10 When there is more than one use on a lot, the number of bicycle parking spaces provided must equal the total required for all uses. If a single use falls into more than one use category for which different bicycle parking minimums apply, the standard that requires the greater number of bicycle parking spaces shall apply.

803 RULES OF CALCULATION

- 803.1 All bicycle parking standards shall be calculated on the basis of gross floor area, except for Residential uses, which base bicycle parking standards on the number of dwelling units.
- 803.2 For purposes of calculating bicycle parking standards, gross floor area does not include floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space.
- 803.3 Calculations of bicycle parking spaces that result in a fractional number of one half (0.5) or more shall be rounded up to the next consecutive whole number. Any fractional result of less than one half (0.5) shall be rounded down to the previous consecutive whole number.

804 SHORT-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 804.1 Required short-term bicycle parking spaces shall be located either on the same lot as the use they are intended to serve or on public space within twenty feet (20 ft.) of the lot. A use providing short-term bicycle parking on adjacent public space must obtain approval of a public space application under Title 24 DCMR.
- 804.2 Required short-term bicycle parking spaces shall be located within one-hundred and twenty feet (120 ft.) of a primary entrance to the building they serve.
- 804.3 Areas devoted to short-term bicycle parking on private property shall be surfaced and maintained with an all-weather surface conforming to the requirements of C § 813.1.
- 804.4 Required short-term bicycle parking spaces shall be provided as bicycle racks that meet the standards of C § 801.3.
- 804.5 An aisle at least four feet (4 ft.) wide between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking shall be provided. Aisles shall be kept clear of obstructions at all times. Where the bicycle parking is on or adjacent to a sidewalk, the aisle may extend into the right-of-way.
- 804.6 Required short-term bicycle parking spaces shall be provided in a convenient, well-lit location that can be viewed from the building the spaces are intended to serve. Required short-term bicycle parking spaces shall be available for shoppers, customers, commuters, messengers, and all other visitors to the site.

805 LONG-TERM BICYCLE PARKING SPACE REQUIREMENTS

- 805.1 All required long-term bicycle parking spaces shall be located within the building of the use requiring them.
- 805.2 Required long-term bicycle parking spaces shall be located no lower than the first cellar level or the first complete parking level below grade, and no higher than the first above-grade level. Spaces shall be available to employees, residents, and other building occupants.
- 805.3 Required long-term bicycle parking shall be provided as racks or lockers. Bicycle racks for required long-term parking shall be provided in a parking garage or a bicycle storage room.

- 805.4 Where required long-term bicycle parking is provided in a garage, it shall be clearly marked and be separated from adjacent motor vehicle parking spaces by wheel stops or other physical automobile barrier.
- 805.5 Where required long-term bicycle parking is provided in a bicycle room, the room shall have either solid walls or floor-to-ceiling fencing. The room shall have locked doors.
- 805.6 For any bicycle room with solid walls, the entirety of the interior of the bicycle room shall be visible from the entry door. A motion-activated security light enclosed in a tamper-proof housing shall be provided in each bicycle room.
- 805.7 Where required long-term bicycle parking is provided in lockers, the lockers shall be securely anchored and meet the following minimum dimensions:
- (a) Twenty-four inches (24 in.) in width at the door end;
 - (b) Eight inches (8 in.) in width at the opposite end;
 - (c) Seventy-two inches (72 in.) in length; and
 - (d) Forty-eight inches (48 in.) in height.
- 805.8 Each required long-term bicycle parking space shall be directly accessible by means of an aisle of a minimum width of four feet (4 ft.) and have a minimum vertical clearance of seventy-five inches (75 in.). Aisles shall be kept clear of obstructions at all times.
- 805.9 A minimum of fifty percent (50%) of the required long-term bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground. Vertical bicycle racks shall support the bicycle without the bicycle being suspended.
- 805.10 Each required long-term bicycle parking space shall be a minimum width of twenty-four inches (24 in.), and shall be:
- (a) A minimum of seventy-two inches (72 in.) in length if the bicycles are to be placed horizontally; or
 - (b) A minimum of forty inches (40 in.) in length if the bicycles are to be placed vertically.

806 REQUIREMENTS FOR SHOWERS AND CHANGING FACILITIES

- 806.1 The intent of this section is to ensure that long-term bicycle parking spaces are usable by the long-term occupants, especially employees, of non-residential uses.
- 806.2 The requirements of this section shall apply to:
- (a) Newly constructed buildings; and
 - (b) Buildings that expand in gross floor area by more than twenty-five percent (25%).
- 806.3 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall provide a minimum of two (2) showers. An additional two (2) showers shall be installed for every fifty thousand square feet (50,000 sq. ft.) of gross floor area above the first twenty-five thousand square feet (25,000 sq. ft.), up to a maximum requirement of six (6) showers.
- 806.4 A non-residential use that requires long-term bicycle parking spaces and that occupies more than twenty-five thousand square feet (25,000 sq. ft.) in gross floor area shall provide a minimum number of clothing lockers equal to six-tenths (0.6) times the minimum number of required long-term bicycle parking spaces. Each locker required by this subsection shall be a minimum of twelve inches (12 in.) wide, eighteen inches (18 in.) deep, and thirty-six inches (36 in.) high.
- 806.5 Showers and lockers required by this section shall be accessible to employees and other long-term occupants of the use requiring them. Showers and lockers shall be located within the same building as the use requiring them.

807 SPECIAL EXCEPTIONS FROM BICYCLE PARKING REQUIREMENTS

- 807.1 This section provides flexibility from the requirements of this chapter when providing the number of bicycle parking spaces or showers and changing facilities required is impractical or contrary to other District regulations, or when it is unnecessary due to a lack of demand for bicycle parking.
- 807.2 The Board may grant, as a special exception, a full or partial reduction in the minimum number of long-term or short term bicycle parking spaces required for a use or structure, subject to the general requirements of Subtitle Y, the limitations of C § 807.3, and the applicant's demonstration of either of the following:
- (a) Due to the physical constraints of the property, the required bicycle parking spaces cannot be provided on the lot or, in the case of short-term bicycle parking spaces, on abutting public space; or
 - (b) The use or structure will generate demand for less bicycle parking than the minimum bicycle parking standards require, as a result of:
 - (1) The nature of the use or structure;
 - (2) Land use or topographical characteristics of the neighborhood that minimize the need for required bicycle parking spaces, or
 - (3) A transportation demand management plan approved by DDOT, the implementation of which shall be a condition of the Board's approval, will result in demand for less short-term bicycle parking than the minimum bicycle parking standards require.
 - (c) The nature or location of the historic resource precludes the provision of bicycle parking spaces; or providing the required bicycle parking would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.
- 807.3 A reduction in parking granted under C § 2007.2 shall only be for the amount that the applicant demonstrates cannot be physically provided, and proportionate to the reduction in bicycle parking demand demonstrated by the applicant
- 807.4 The Board may grant, as a special exception, modifications or waivers to the requirements for showers and changing facilities in C §§ 2006.3, 2006.4, and 2006.5 if in addition to meeting the general requirements of Subtitle Y, the applicant demonstrates that:
- (a) The intent of C § 806 is met; and
 - (b) Either:
 - (1) The use will not generate the demand for the full number of showers and changing facilities required; or Subtitle C - 62 ZC Proposed Action, Dec. 2014
 - (2) The property owner has an arrangement to make use of showers and changing facilities off-site, and that the showers and changing facilities will be reasonably available to long-term occupants of the use requiring the facilities.
- 1214 BICYCLE PARKING REQUIREMENTS FOR RESIDENTIAL BUILDINGS
- 1214.1 All existing residential buildings with eight (8) or more units shall provide secure bicycle parking spaces for the storage of bicycles in operable condition.
- 1214.2 Each existing residential building covered by § 1214.1 shall provide a reasonable number of bicycle parking spaces within thirty (30) days after written request from one (1) or more tenants or property owners. A reasonable number shall be defined as the lesser of either:
- (a) One (1) bicycle parking space for each three (3) residential units; or
 - (b) Enough bicycle parking to meet the requested demand.

- 1214.3 If a complaint of noncompliance with this requirement is filed with the District Department of Transportation (DDOT) by one or more residents, DDOT shall facilitate discussions between the parties to determine the number of bicycle parking spaces that the residential building will provide. If the resident(s) and residential building cannot reach an agreement, DDOT shall make a determination of the number of bicycle parking spaces that the residential building shall provide.
- 1214.4 All new residential buildings with eight (8) or more units shall have at least one (1) secure bicycle parking space for each three (3) residential units.
- 1214.5 All substantially rehabilitated buildings with eight (8) or more units shall have at least one (1) secure bicycle parking space for each three (3) residential units or the same number of secure parking spaces as were in the building before the rehabilitation, whichever is greater.
- 1214.6 Where it can be demonstrated that providing sufficient bicycle parking spaces required under § 1214.2 or § 1214.4 is not physically practical, that undue economic hardship would result from strict compliance with the regulation, or that the nature of the building use is such that bicycle parking spaces would not be used, the District Department of Transportation Bicycle Program Office may grant, upon written application of the owner of the building, an appropriate exemption or reduced level of compliance. In such cases, the Bicycle Program Office shall issue to the building owner a written certificate documenting the exemption or reduced level of compliance.
- 1214.7 Any residential buildings that have been exempted from the requirements of this section due to the nature of the use of the building shall provide a minimum number of bicycle parking spaces equal to at least five percent (5%) of the number of people employed in the building or one (1) space, whichever is greater.
- 1214.8 The following types of buildings are exempt from the requirements of this section, in addition to those exempted under § 1214.6:
- Elderly housing buildings;
 - Assisted living facilities; and
 - Nursing homes.
- 1214.9 A residential building shall be deemed new or substantially rehabilitated if the building permit is issued on or after the date of the publication of these rules.

SOURCE: Final Rulemaking published at 61 DCR 12281 (November 28, 2014).

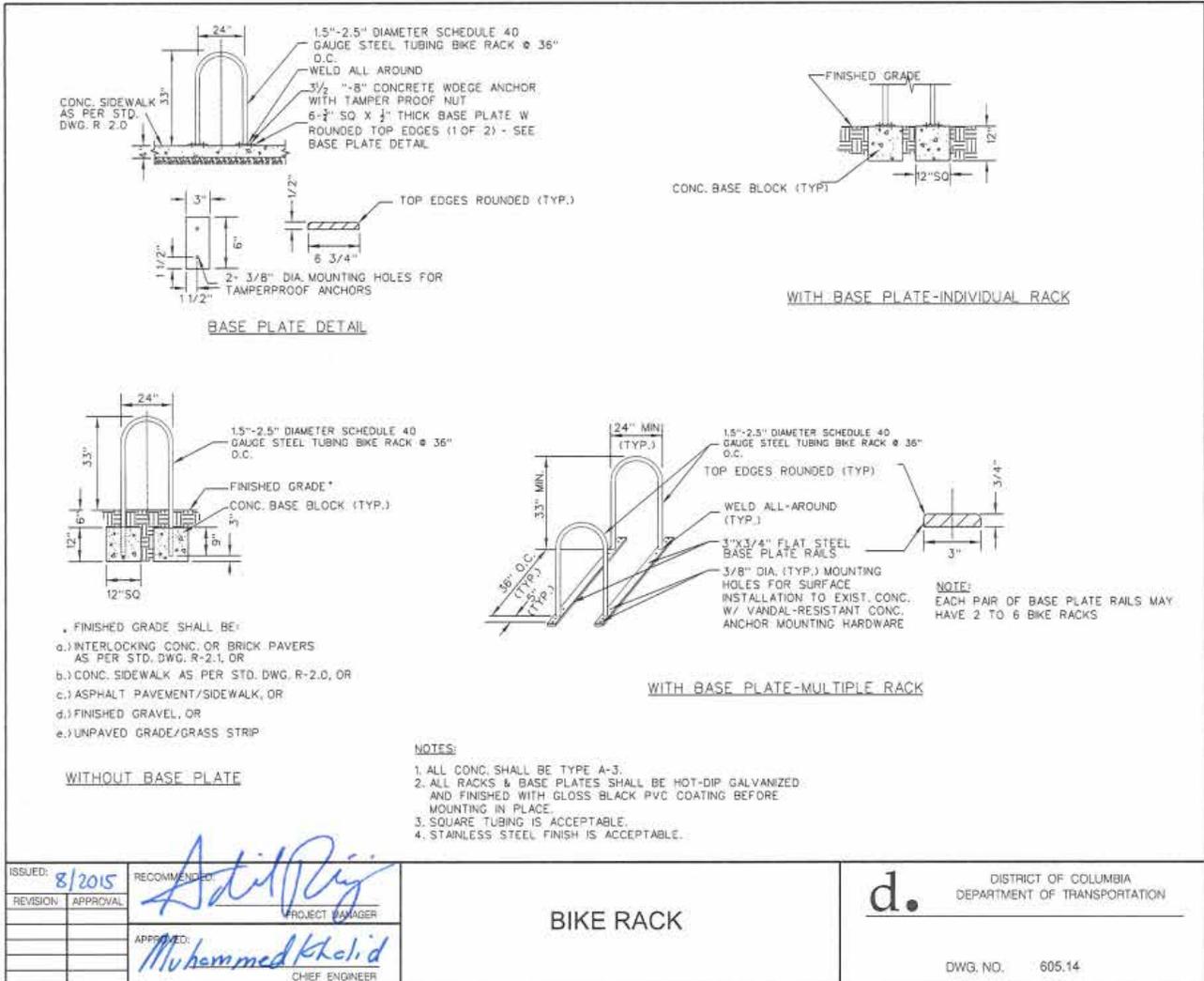
1215 BICYCLE PARKING IN RESIDENTIAL BUILDINGS: SPACE REQUIREMENTS

- 1215.1 If possible, all required bicycle parking spaces in a residential building shall be located within the building.
- 1215.2 If bicycle parking spaces must be located outside of the building, the spaces shall be secure, covered, and adjacent to the building.
- 1215.3 Interior bicycle parking spaces shall be located no lower than the first cellar level or the first complete parking level below grade, and no higher than the first above-grade level.
- 1215.4 Spaces shall be available to employees, residents, and other building occupants.
- 1215.5 Required bicycle parking shall be provided as racks or lockers.
- 1215.6 Interior bicycle racks for required parking shall be provided in a parking garage or a bicycle storage room.
- 1215.7 Where required bicycle parking is provided in a garage, it shall be clearly marked and separated from adjacent motor vehicle parking spaces by wheel stops or other physical automobile barriers.
- 1215.8 For a bicycle room with solid walls, the entirety of the interior of the bicycle room shall be visible from the entry door. A motion-activated security light enclosed in a tamper-proof housing shall be provided in each bicycle room, unless otherwise illuminated in such a manner as to allow the bicycles to be clearly visible.

- 1215.9 Where required bicycle parking is provided in lockers, the lockers shall be securely anchored and meet the following minimum dimensions:
- Twenty-four inches (24 in.) in width at the door end;
 - Eight inches (8 in.) in width at the opposite end;
 - Seventy-two inches (72 in.) in length; and
 - Forty-eight inches (48 in.) in height.
- 1215.10 Each required bicycle parking space shall be directly accessible by means of an aisle of a minimum width of forty-eight inches (48 in.) and have a minimum vertical clearance of seventy-five inches (75 in.). Aisles shall be kept clear of obstructions at all times.
- 1215.11 Bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground. In addition, vertical bicycle space racks may be utilized provided they support the bicycle without the bicycle being suspended. Bicycle parking spaces may not exclusively consist of vertical bicycle space racks.
- 1215.12 Each required bicycle parking space shall be a minimum width of twenty-four inches (24 in.), and shall be:
- (a) A minimum of seventy-two inches (72 in.) in length if the bicycles are to be placed horizontally; or
 - (b) A minimum of forty inches (40 in.) in length if the bicycles are to be placed vertically.

SOURCE: Final Rulemaking published at 61 DCR 12281 (November 28, 2014).

Bike Rack Details



On-Street Bicycle Parking Details

REFER TO DETAIL B

REFER TO DETAIL A

NOTES

1. RACK ELEMENTS SHALL BE "INVERTED U" TYPE OR SIMILAR (SEE DWG. NO. 605.14).
2. SHALL BE LOCATED WITHIN AN EXISTING OR PROPOSED FULL-TIME PARKING ZONE ONLY.
3. RACKS SHALL BE FASTENED TO ROADWAYS.
4. RACKS TYPICALLY MOUNTED ON GALVANIZED STEEL RAILS.
5. NUMBER OF RACKS VARIES TYPICALLY FROM 2 TO 6.
6. ON-STREET BICYCLE PARKING SHALL ONLY BE USED WHEN THERE IS NOT SUFFICIENT SPACE ON THE SIDEWALK FOR THE DEMAND.
7. ON-STREET BICYCLE PARKING SHALL BE LOCATED ON STREETS WITH BIKE LANES OR ON LOW VOLUME, LOW SPEED STREETS.
8. IF USED ON HIGHER VOLUME, HIGHER SPEED STREETS, ON-STREET BICYCLE PARKING SHALL BE LOCATED IN SUCH A WAY THAT CYCLISTS WILL LOAD AND UNLOAD BIKES FROM THE SIDEWALK.
9. TO BE INSTALLED WITH APPROVAL FROM DDOT CHIEF ENGINEER.

DETAIL A
ON STREET BICYCLE PARKING
RACK REPLACEMENT
NEAR SIDE OF INTERSECTION

DETAIL B
ON STREET BICYCLE PARKING
RACK REPLACEMENT
FAR SIDE OF INTERSECTION

ISSUED: 8/2015	RECOMMENDED:	ON STREET BICYCLE PARKING RACK PLACEMENT (NEAR AND FAR SIDE)	d. DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION
REVISION APPROVAL	PROJECT MANAGER:		
	APPROVED:		DWG. NO. 605.17
	CHIEF ENGINEER:		