

**Chapter 4  
LAND USE**

*The land use standards of the Specific Plan are intended to facilitate the orderly development of land within the Plan Area toward a coordinated land use vision. The anticipated land use program and trip budget contained in this Chapter define the vision and level of anticipated future development. These Land Use standards, along with the Development Standards and Design Guidelines contained in the following Chapters, will allow the Specific Plan Area to develop over time into a balanced and diverse mix-use environment.*

**DEVELOPMENT PROGRAM**

The Conceptual Plan, shown in Chapter 3 Figure 3.1, was prepared to demonstrate one approach to achieving the Plan Vision, and to assist in developing policies and implementation strategies consistent with the General Plan. This Conceptual Plan was also used to estimate a development profile for the Plan’s Vision, recognizing that the entire Plan Area will not likely build out to the maximum FAR, and that such a level of development might not be achievable without substantial investment in public transit and infrastructure to serve the Plan Area.

The Development Program in Table 4.1 represents the estimated maximum development (existing and new) that would be accommodated through the Plan Area build-out. This program has been used in evaluating the environmental impacts of development and formulating mitigation measures where needed. The estimated maximum development represents an increase of average overall development intensity within the Plan Area from its current FAR of 0.31 to 0.6.

**Table 4.1: Projected Development**

Category	Square Feet		
	Commercial	Residential	Total
Existing Conditions	3,395,000	—	3,395,000
Development Potential Prior to the Specific Plan	4,902,000	1,236,400 (1,124 units)	6,138,400
<b>Specific Plan Buildout</b>	<b>5,070,000</b>	<b>1,650,000</b> <b>(1,500 units)</b>	<b>6,720,000</b>
Development Increase from Existing Conditions	1,675,000	1,650,000	3,325,000
Development Potential Increase with Specific Plan	168,000	413,600 (376 units)	581,600
Notes: Residential units are assumed to be an average of 1,100 square feet. Figures are approximate and have been rounded off.			

**GOAL LAND-1: Provide land use framework to encourage a mix and variety of complementary operational and economic uses that builds on the existing land uses and is consistent with future vision for the Specific Plan.**

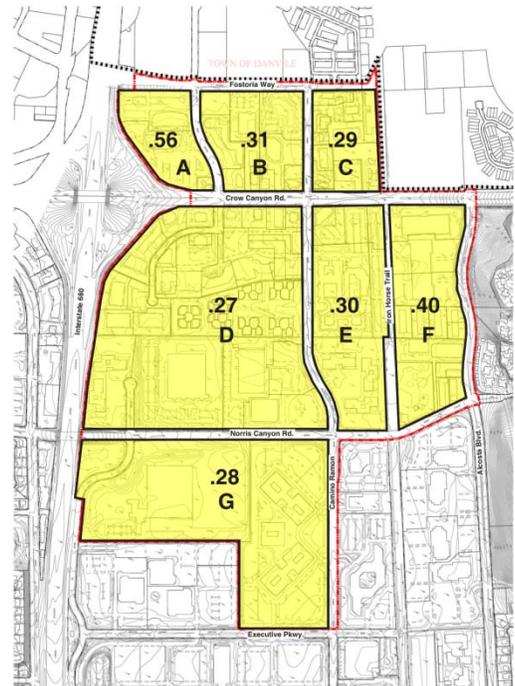
- **Policy LAND -1.1:** Develop criteria for interim uses and allow for the continued use of existing properties until such time as new development is proposed.
- **Policy LAND -1.2:** Encourage site improvement and upgrading of the visual appearance of existing structures, parking lots, landscaping, and signage associated with existing development and continuation of interim uses.
- **Policy LAND -1.3:** Encourage new project investment and reinvestment in existing properties through development incentives such as increased FAR, Density Pool/bonuses, shared parking resources and other appropriate measures.

**FLOOR AREA RATIOS**

The maximum average Floor Area Ratio (FAR) for the Plan Area as a whole is 0.70. The base FAR for individual properties is set at the maximum FAR per the City’s Zoning Ordinance prior to adoption of the Specific Plan. Additional floor area above the base FAR is available from the Density Pool outlined as a part of the Plan’s implementation program (see Chapter 11).

Additional FAR may be allowed on individual parcels based upon the following criteria:

- An additional floor area bonus above the base FAR may be allowed for projects covered by Development Agreements or that include infrastructure, parking and public amenity improvements.
- An additional floor area bonus of up to 1.0 FAR may be allowed for projects providing workforce housing in excess of the 25% (15% must build) outlined in Specific Plan Policy Vis-3.5.
- An additional floor area bonus of up to 1.25 FAR may be considered for exceptional projects which meet two or more of the following criteria:
  - Work force housing in excess of an additional 5% over the City’s minimum requirement.
  - Restaurant and/or support commercial uses in primarily residential projects equal to or greater than 3% of the total residential floor area, excluding parking and common facilities (e.g., community rooms and pool structures).
  - Significant public amenities.



**Figure 4: Existing Floor Area Ratio by Block**

- o Exceptional urban design and architectural design quality as determined by the City.

Structured parking will not be included in the Floor Area Ratio calculation when below grade, located at least twelve feet above grade, or ringed by commercial or residential building space to visually screen the structure from view.

**VEHICLE TRIP BUDGET**

The City’s intent is to allow a great deal of flexibility in the implementation of new development throughout the Plan Area, recognizing that Specific Plan implementation will occur over a relatively long span of time, and all future market opportunities and forces cannot be known at this time.

To provide this flexibility, while accommodating the amount of traffic generated by increased development intensity, a Vehicle Trip Budget has been established for the Plan Area to allow development flexibility and ability to monitor development over the broad Plan Area. Total daily AM and PM Peak Hour trips have been established as shown in Table 4.2. These budgets will be used in evaluating individual development proposals and track traffic generation associated with the Plan Area.

<b>Table 4.2: Plan Area Trip Budget</b>		
<b>Daily</b>	<b>AM Peak</b>	<b>PM Peak</b>
49,250	1,855	4,156

**LAND USE PLAN DISTRICTS**

The General Plan Mixed Use Designation for the Specific Plan Area is intended to promote a wide variety of mutually supportive land uses and flexibility. All the Specific Plan Land Use Districts (Figure 4.2) are mixed use in nature, but have a primary and secondary use concept that is consistent with the Vision of the Specific Plan (Chapter 3). The Land Use District (District) descriptions provide the primary guide for land use intent with the Land Use Classifications in Table 4.3 providing specific guidance by District. The Zoning Administrator may require Land Use Permit approval for those uses not clearly identified within the Use Classification in Table 4.3, or when establishment of a use not clearly defined as part of the District’s intent. The Zoning Administrator may also use the Zoning Ordinance’s use definitions in determining land use classifications and consistency with mixed use District intent.

The land use requirements only apply to changes in use and new development; however, existing uses have a right to remain and continue to operate as approved and are subject to the interim use and legal nonconforming standards discussed in this Chapter and within the Zoning Ordinance. The Land Use Plan Districts shown in Figure 4.2 are described on the following pages.

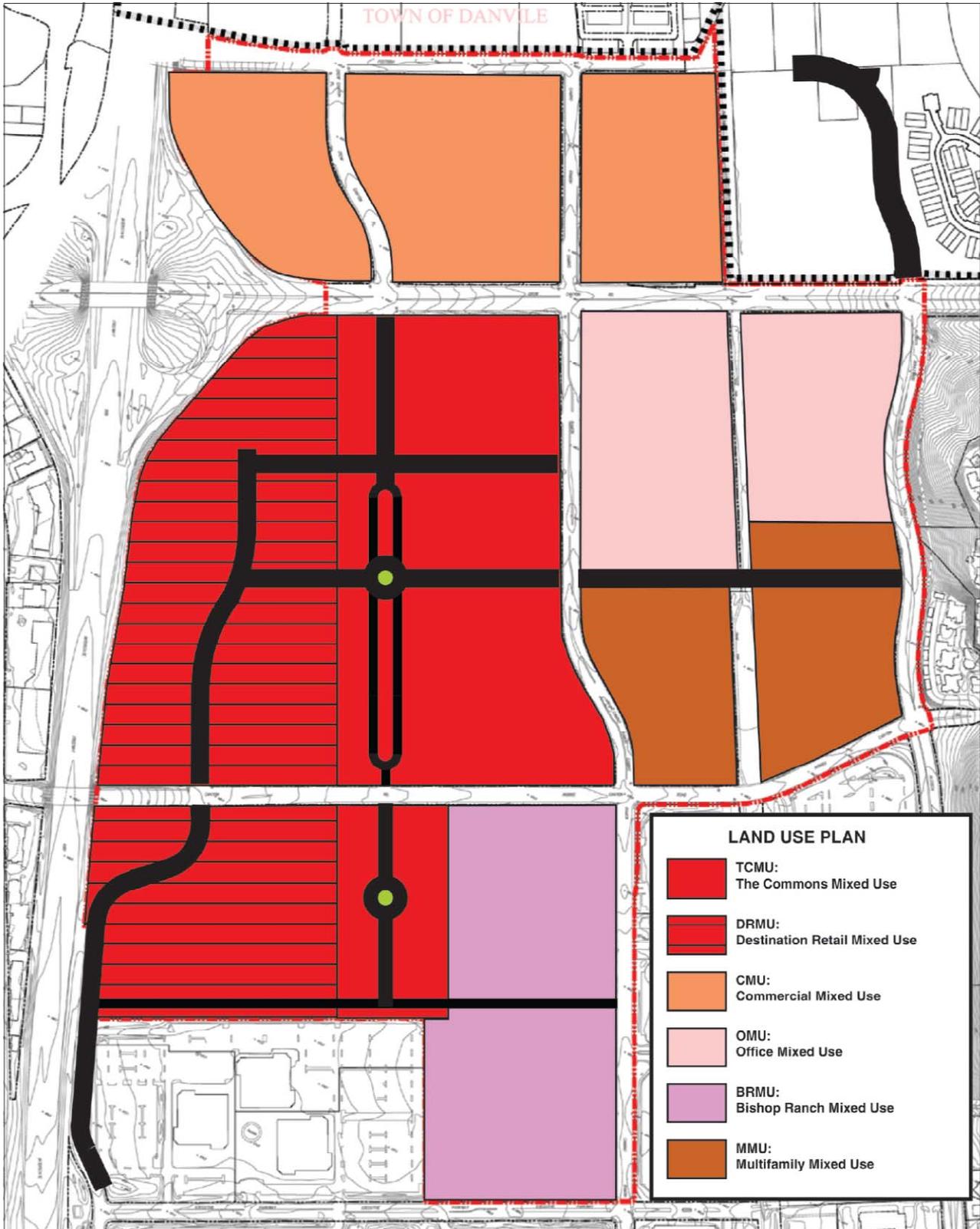


Figure 4.2: Land Use Plan Districts

### **The Commons Mixed Use (TCMU)**

The TCMU District represents the Mixed Use Core of the Specific Plan Area. Primary uses are for ground-floor retail, restaurant and commercial services uses that lend themselves to a pedestrian-oriented environment along Crow Canyon Road, Camino Ramon, Norris Canyon Road and Crow Canyon Place as well as The Commons (a future north-south street) and future east-west streets. Secondary uses on upper levels and set behind the street front such as residential, office, studio and other services that support an active pedestrian streetscape are encouraged. The Transit Center, public spaces and paseos are encouraged to enhance pedestrian experiences as well as structured or centralized parking to support the walkability within the District.

### **Destination Retail Mixed Use (DRMU)**

Primary land uses in the DRMU are envisioned as larger retail and commercial uses that serve both community and regional purposes. These uses are located in the western portion of the Plan Area along the Crow Canyon Place extension, both north and south of Norris Canyon Road. Restaurants and smaller commercial opportunities coupled with a combination of surface, on-street and structured parking provided support for the destination retail components and added to the pedestrian realm. Secondary uses such as residential, office and other services are encouraged on upper levels; however, may also be permitted at the ground level, subject to findings of consistency with the economic goals of the Specific Plan.

### **Commercial Mixed Use (CMU)**

The CMU most closely resembles the Mixed Use Zoning designation within the Zoning Ordinance and recognizes the opportunities for infill development to be built at relatively high densities with efficient parking utilization north of Crow Canyon Road and south of Fostoria Way. Primary uses include general commercial and retail, with secondary uses supportive of office, residential. The existing Service Commercial presence within the area is supported as permitted and conditionally permitted uses within the District based on the prior CS zoning designation within the Zoning Ordinance (Appendix D).

### **Office Mixed Use (OMU)**

The OMU largely reflects the primary office and conference facilities already within the District with an understanding that there are additional opportunities for office park/office campus, uses in proximity to the Specific Plan's residential component and Mixed Use Core. Located on both sides of the Iron Horse Trail, south of Crow Canyon Road and, east of Camino Ramon, the District is within walking distance from residences immediate to the south and is adjacent to a future Iron Horse Trail overcrossing above Crow Canyon Road. Secondary uses include ground floor support retail and service uses with residential above. Ground floor residential may be considered when consistent with the economic goals of the Specific Plan.

### **Bishop Ranch Mixed Use (BRMU)**

The BRMU envisions a consolidation of the existing Bishop Ranch building pattern into a more development pattern, thus creating opportunities for additional development consistent with the Specific Plan Vision. Primary uses within the area will remain consistent with the office focus of Bishop Ranch with new opportunities for support retail, services, restaurants and residential uses. Both vertical and horizontal land use configurations can be considered with an emphasis placed on the support for the daytime population of Bishop Ranch, adding

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housing opportunities for employees of Bishop Ranch, enhancing the pedestrian character of Camino Ramon streetscape and connectivity between the Plan's commercial core and City Center project.

### Multifamily Mixed Use (MMU)

The primary vision for the District is for housing with a range of product types, including lofts, condominiums and apartments built at densities from 20 to 50 units per. Located on both sides of the Iron Horse Trail north of Norris Canyon Road, east of Camino Ramon, the area has nearby open space and recreation as well as commercial uses to serve residents and visitors. Live/work units are also an option for development as well as secondary ground-floor uses that provide services for residents and enliven pedestrian routes are encouraged. Office and studio uses may be permitted subject to findings of consistency with the economic goals of the Specific Plan. The existing Service Commercial presence along Alcosta Blvd. is supported as permitted and conditionally permitted uses within the District based on the prior CS zoning designation within the Zoning Ordinance (Appendix D).

**Table 4.3 Allowed Land Uses by Specific Plan District**

LAND USE CLASSIFICATION	TCMU	DRMU	CMU	OMU	BRMU	MMU
<b>GENERAL RETAIL</b>						
Accessory retail and services	P	P	P	P	P	P
Auto and vehicle sales and rental	-	UP	UP	-	-	-
Convenience store	P	P	P	P	P	P
Drive-through retail/eating/pharmacy or similar uses	-	UP	UP	-	-	-
Eating/Drinking Establishment	P(1)	P(1)	P(1)	UP	P(1)	UP
Food and beverage sales - Chain grocery and Specialty food store	P	P	P	-	P	-
Pharmacy/medical supplies	P	P	P	MUP	P	MUP
Retail, general - 10,000 sf or less floor area	P	P	P	P	P	P
Retail, general - 25,000 sf or less floor area	MUP	P	P	MUP	MUP	-
Retail, general - 50,000 sf or less floor area	UP	P	P	UP	-	-
Retail, general - over 50,000 sf of floor area	-	UP	UP	-	-	-
Outdoor storage, retail sales, display and other activities	MUP	MUP	MUP	MUP	MUP	MUP
<b>OFFICE AND GENERAL SERVICE</b>						
Professional Office/ Medical Office (not a Medical Clinic)	P(2)	MUP(2)	MUP	P	P	MUP
Medical Clinic, Lab, Urgent Care	MUP(2)	MUP (2)	MUP	MUP	MUP	MUP
Bank/Financial Institution	P	MUP	P	MUP	P	MUP
Personal Services	P	P	P	P	P	P(4)
Service Commercial	-	-	See Appendix D	-	-	See Appendix D
Studio	P	-	P	-	P	-
Lodging/Hotel	UP	UP	UP	-	UP	-

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LAND USE CLASSIFICATION	TCMU	DRMU	CMU	OMU	BRMU	MMU
<b>ASSEMBLY-PUBLIC/PRIVATE</b>						
Conference Facility	-	-	-	P	UP	-
Performance Facility	UP	-	-	-	UP	-
Day Care Center	UP	UP	UP	UP	UP	UP
Meeting Facility	UP	UP	UP	UP	UP	UP
Civic/Quasi-Civic/Cultural	UP	UP	UP	UP	UP	-
Health/Exercise Club	UP	UP	UP	UP	UP	UP
Commercial Indoor Recreation Facility	UP	UP	UP	UP	UP	UP
School - Higher education	UP	UP	UP	UP	UP	-

<b>RESIDENTIAL</b>						
Residential	P (2)(4)	UP(3)	UP(3)	UP(3)	P	P
Residential Second floor (Vertical Mixed Use)	P	UP	MUP	UP	P	P
Live/Work	P (2)(4)	-	UP	-	UP	UP
Emergency Shelter	P	P	P	P	- P	- P
Residential Care, 7 or more clients	-	-	MUP -	-	MUP -	MUP -

<p><b>P</b> Permitted  <b>UP</b> Conditional Use Permit required  <b>MUP</b> Minor Use Permit required  <b>-</b> Use not allowed</p>	<p>(1) Full alcoholic beverage service and/or live entertainment and/or 13 or more outdoor seats outside an established flex area requires a Minor Use Permit.  (2) Use allowed only on second or upper floors.  (3) Residential units may be allowed on ground floor provided the economic goals of the plan have been met.  (4) Residential units may be allowed on the ground floor where units are utilized to screen parking structures, and not fronting on the Park Commons.</p>
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**INTERIM USE PROVISIONS**

Recognizing that the implementation of the Specific Plan may occur over an extended time frame, and that changes to individual properties and uses may not be feasible or desirable in the short term, these interim use provisions have been established to address interim use of properties prior to build-out of the Specific Plan. The intent is that those existing uses will continue to operate under the terms of their original approval until such time as a change of use is proposed or the property is redeveloped.

**Legal Nonconforming Status**

Upon the adoption of the Specific Plan those previously existing land uses that are no longer consistent with the approved and conditionally approved uses within the Specific Plan are determined to have legal nonconforming status, provided those land uses were legally established before the effective date of the Specific Plan. As such, those legal nonconforming uses are subject to the protections and restrictions outlined in Section D7-2 of the Zoning Ordinance except as modified herein related to interim uses. Properties with multiple tenants

and structures that have been designed for multiple tenants shall not lose legal nonconforming status based on partial discontinuance of use. In these situations the use of the property as a whole must be discontinued to lose legal nonconforming status. Prior uses established by a land use permit will continue to have the vested rights and limitations established by the use permit and shall run with the land until such use is replaced by a new use resulting in the discontinuation and revocation of the prior land use permit.

Service Commercial (CS) uses in the MMU and CMU have been added as permitted and conditionally permitted uses within those Districts based on the prior CS designation within the Zoning Ordinance. As such these uses are not legal nonconforming uses, but are allowable in the under the terms of the CS land use table contained in Appendix D.

### **Minor Physical Alterations**

Because of the long term nature of the Specific Plan, critical infrastructure (Roads, Parking, etc) require more substantial development proposals that are proportionate to infrastructure implementation needs in order to be implemented. Existing permitted and conditionally permitted uses may desire minor modifications and alterations to specific properties as part of their continued use. In these situations compliance with the Specific Plan development standards and construction of significant infrastructure represents a practical hardship. In these situations, the property owner will have the option of pursuing a minor use permit to allow alterations based on the Mixed Use development standards contained in the Zoning Ordinance (Appendix E) and subject to the following additional findings:

1. The design, location, size, and operating characteristics of the proposed alteration and use are compatible with the existing land uses in the vicinity; and
2. That the proposed alteration is minor in nature and that compliance with the Specific Plan development standards would require roadway and infrastructure improvements that are disproportionate to the scope of the proposed modification; and
3. That approval of the proposed modifications would not represent a barrier to future implementation of the Specific Plan.

### **PARKING STANDARDS**

The Policies of the Specific Plan encourage a compact growth pattern, shared parking to reduce land area and financial resources devoted to parking and encourage the use of alternatives transportation movement within the Specific Plan Area. The standards and policies described in this Chapter have been specially tailored to the unique circumstances of the land use and circulation system for the Specific Plan Vision. Major objectives include:

- Avoidance of excessive parking that would encourage increased automobile travel.
- Encouragement of shared parking.
- Facilitation of *park-once-and-walk* shopping patterns.
- Establishment of a parking district for the central block core area.
- Encouragement of structured parking.
- Minimization of the visual impact of parking lots and structures.

**Goal PRK-1: Manage parking resources to encourage pedestrian activity, reduce development costs and ensure adequate and efficient parking within the Plan Area.**

**Policy PRK-1.1:** Establish a Parking District encompassing the properties within Development Block D that allows for reduced off-street parking requirements with participation in the Parking District's in-lieu parking program.

**Policy PRK-1.2:** Encourage the assemblage of land and construct a shared parking garage in Development Block D funded through a combination of City funds and developer participation in an in-lieu parking program.

**Policy PRK-1.3:** Explore public/private partnerships to construct joint use parking facilities to include parking for the relocated Transit Center.

**Policy PRK-1.4:** Allow on-street parking wherever safe and feasible.

*On-street parking along development parcel boundaries to be credited against the minimum parking requirement.*

**Policy PRK-1.5:** Eliminate residential guest parking requirements within the Mixed Use Core (Block D) and on a case-by-case basis elsewhere in the Plan Area where substantial on-street and/or other publicly accessible parking is available.

**Policy PRK-1.6:** Allow tandem parking for multifamily residential units and other residential and commercial developments (employee parking) when no other practical alternatives exist.

**Policy PRK-1.7:** Encourage residential development to provide "unbundled" parking (i.e., parking spaces offered and priced separately from unit sale or lease rates). Unbundled parking spaces may be credited against the minimum parking requirement.

*Consider incentives for car-sharing including dedication of off-street parking in Development Block D as preferred parking. "Car-sharing" means a service that provides an integrated network of neighborhood-based automobiles available only to members by reservation for periods as short as one hour. Development has the option of providing car-sharing spaces in the public garage through participation in the Parking District's in-lieu parking program.*

**Policy PRK-1.8:** Require a Land Use Permit to allow development to provide more parking than the maximum specified in Table 4.4.

**Policy PRK-1.9:** Encourage efficient structured off-street parking to minimize the development footprint of dedicated parking areas through the use of parking decks, underground parking, podium parking and other types of parking facilities.

**Policy PRK-10.0:** Encourage all required off-street parking stalls to be efficient in design and use of space and consider the use of specialized parking systems.

*Specialized parking systems include, but are not limited to vehicles stored and accessed by attendant parking, mechanical stacker, car-share programs or lifts, or similar space-efficient means. Specialized parking systems do not include those stalls specifically designated for persons with disabilities, unless deemed to be compliant.*

## Parking District

The City will work with property owners in the Mixed Use Core (Block D) to develop a *Shared Parking Program*, for funding for land acquisition, construction and operation of a public parking structure. Most of the land area within the Mixed Use Core is within an easy 5-minute walk of the identified location of the shared parking structure. See Figure 4.3 for potential boundaries of the Parking District and Shared Parking Program. The program will:

- Assess the relative benefits to each parcel of land; and
- Define one or more parking benefit zones; and
- Establish an in-lieu parking space standard and fee to allow a portion of the parking requirement for new development to be satisfied through funding of a public parking/structure.

The percentage of the parking requirement which may be satisfied through the payment of an in-lieu fee will depend on the detail and funding of the Shared Parking Program.

However, the goal of the City is to achieve a ratio of 25-33%, if possible, in order to encourage implementation of the Specific Plan goals, reduce the amount of land and structure devoted to parking, and encourage a park-once-and-walk environment.



**Figure 4-3: Potential Parking District**

The City will be open to working with property owners within surrounding areas to explore and implement additional parking districts and/or other mechanisms to further encourage shared parking.

## On-Street Parking

Provisions will be made for on-street parking on new streets to provide convenient short term shared parking to serve the broad mix of uses in the area. Construction, maintenance, and management of these resources will be part of a *Parking Management Program*.

## Parking Requirements

Parking requirements for the primary land uses that are encouraged in the Specific Plan Area are shown in Table 4.4. Each development project shall provide parking based on these requirements, except where:

- More spaces are required through the discretionary permit review.
- Reductions are granted in compliance with Section D-30 (Reduction of Parking

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Requirements) in the City of San Ramon Zoning Ordinance.

- Retail and commercial service uses are located within the Parking District as shown in Figure 4.3 and part of the in-lieu fee parking program.

Standards not covered below or special circumstances shall be governed by *Chapter III (Parking and Loading)* in the City of San Ramon Zoning Ordinance.

<b>Table 4.4: Parking Requirements</b>		
<b>Commercial Uses</b>	<b>Min. spaces Required (per 1,000 sf)</b>	<b>Maximum Spaces Allowed (per 1,000 sf)</b>
Retail	3.6	4.0
Office & Professional/Business Services	3.6	4.0
Medical Offices	4.5	5.0
Eating & Drinking Establishment	3.6 (shared parking/ retail center) 8.0 (stand alone development)	4.0 (shared parking/ retail center) 10.0 (stand alone development)
Health and Exercise Club	3.6	4.0
All other uses	Per zoning code reduced by 10% at the City's discretion.	
Motorcycle Parking (non-residential uses)	1.0 spaces per 50 motor vehicle spaces (minimum dimensions per zoning code)	
<b>Commercial Uses within Block D Parking District (a)</b>		
Retail	3.0	4.0
Office & Professional/Business Services	2.8	4.0
Medical Offices	3.8	5.0
Eating & Drinking Establishment	3.6	8.0
Health and Exercise Club	3.0	4.0
All other uses	Per zoning code reduced by 25% at the City's discretion.	
Motorcycle Parking (non-residential uses)	1.0 spaces per 50 motor vehicle spaces (minimum dimensions per zoning code) (e)	
<b>Residential</b>	<b>Min. Required (per unit)</b>	<b>Maximum Allowed (per unit)</b>
Studio	0.8 covered	1.0 covered
1 Bedroom	0.8 covered	1.0 covered
2-3 Bedroom	1.5 (1.0 covered)	2.0 (1.0 covered)
4+ Bedroom	2.0 plus 1.0 per each additional BR exceeding 4 (1.0 covered)	3.0 plus 1.0 per each additional BR exceeding 4 (1.0 covered)
Guest Parking (Outside Development Block D Parking District))	0.25 (c)	0.25 (c)
Guest Parking (within Development Block D Parking District))	0.25 (c, d)	
<i>Notes:</i>		
(a) Required off-street parking for non-residential uses within Development Block D is limited to 25% surface parking. The remaining required off-street parking shall be located within structures on the development property or satisfied through participation in the Parking District's in-lieu parking program.		
(b) Excludes outdoor dining seating area within the public right-of-way (i.e., sidewalk café seating).		
(c) On-street parking spaces along residential block fronts may be counted in satisfying guest parking requirements.		
(d) Residential guest parking within the Development Block D Parking District may be satisfied through participation in the Parking District's in-lieu parking program.		
(e) Motorcycle parking requirements for development within the Development Block D Parking District may be satisfied through participation in the Parking District's in-lieu parking program at a proportion of the cost per motor vehicle space as determined in the District's financing plan.		

## Shared Parking

Joint use of up to 50 percent of required parking spaces may be permitted with a use permit for two or more uses located on the same parcel, adjacent parcels or within 200 feet of the proposed use provided that it can be demonstrated that the uses will not substantially overlap in hours of operation or in demand for the shared spaces.

A Use Permit may be approved to allow shared/collective parking serving more than one use or site and located in a zone in which parking for the uses served is an allowed use. A Use Permit for shared/collective off-street parking may reduce the total number of spaces subject to the following conditions:

- The spaces to be provided would be available as long as the uses requiring the spaces are in operation;
- The peak hours of parking demand from all uses do not coincide so that peak demand is greater than the parking provided;
- The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided; and
- A written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, is approved by the Zoning Administrator.

This required agreement shall be in the form capable of and subject to being recorded to constitute a covenant running with the land and shall include:

1. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;
2. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
3. A provision that the City may require parking facilities in addition to those originally approved upon finding by the Zoning Administrator that adequate parking to serve the use(s) has not been provided; and
4. A provision stating that the City, acting through the Zoning Administrator, may for due cause and upon notice and hearing, unilaterally amend, modify, or terminate the agreement at any time.

## Bicycle Parking

Bicycle use is strongly encouraged to reduce vehicle miles traveled, and enhance resident and worker health. Long and short term bicycle parking will be required to further those goals. Minimum requirements shall be as set forth in Table 4.5.

### Bicycle Parking Location Requirements

- **Short-Term Bicycle Parking:** Short-term bicycle parking devices shall be clearly visible from the entrance of the building it serves, and located preferably within 50 feet, but no more than 120 feet away. Two-sided bicycle facilities require an aisle at least 5 feet wide between any structures to allow for bicycle maneuvering.
- **Long-Term and Secure Bicycle Parking:** Long-term and secure bicycle parking shall be

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located no more than 500 feet from a primary entrance of the building they serve, except for properties participating in the Parking District in-lieu program and utilizing common facilities located within the parking structure.. On site bike parking may be restricted to use by employees, tenants, residents or others at the discretion of the property owner or management. Bicycle lockers shall comply with the City's development standards.

- **Transit Station Bicycle Parking:** A minimum of 15 short-term bicycle parking spaces plus a minimum of 8 long-term bicycle parking spaces shall be provided. Long-term bicycle parking spaces shall be in the form of storage lockers, an attended bicycle station, or within a parking structure.

<b>Table 4.5: Bicycle Parking Requirement</b>			
<b>Land Use</b>	<b>Short-term Bicycle Parking Requirement (a)</b>	<b>Long-term Bicycle Parking Requirement (b)</b>	<b>Employee/Tenant Shower Requirements</b>
Residential	1 space per 5 automobile spaces	1-2 per ten units	None
Retail Eating & drinking establishments Health and exercise club (d)	1 space per 5 automobile spaces	2.0 minimum 1.0 per 30 required motor vehicle spaces (c)	See office requirement below
Office	1 space per 10 required automobile spaces	2.0 minimum 1.0 per 60 automobile spaces (c)	Under 10,000 sf: 0 showers 10,000-20,000 sf: 1 shower per gender 20,000-50,000 sf: 2 showers per gender over 50,000 sf: 4 showers per gender
<p>Notes:</p> <p>(a) Short-term bicycle parking shall be in the form of a stationary parking device in compliance with the City's current standards. See text for location requirements.</p> <p>(b) Long-term and secure bicycle parking in non-residential applications shall be in the form of indoor parking, attended parking, racks in garage structures, bicycle lockers or other means which provide coverage and security to the bicycle.</p> <p>(c) For non-residential development within the Development Block D Parking District, long-term and secure bicycle parking requirements may be satisfied through participation in the Parking District's in-lieu parking program at a proportion of the cost per motor vehicle space as determined in the District's financing plan.</p> <p>(d) Health and exercise clubs are excluding from employee / tenant shower requirements if the facility allows employees to use showers provided for customers.</p>			

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