

6102. Bicycle Parking Requirements

1. General Provisions

- A.** Bicycle parking is required pursuant to this section to encourage the use of bicycles by providing secure and convenient places to park bicycles.
- B.** Bicycle spaces are measured as the ability for a facility to store one bicycle.
- C.** When the calculated number of spaces results in a number containing a fraction, the number is rounded up to the nearest whole number. Where a use or building contains a combination of uses, the bicycle parking requirement is based on the sum of the individual uses.
- D.** Unless no minimum spaces are required, each use is required to provide a minimum of two bicycle parking spaces.
- E.** Bicycle spaces may consist of outdoor bicycle racks, bicycle storage facilities, or a combination of both.
 - (1)** A bicycle rack or storage facility must:
 - (a)** Allow a bicycle to be securely held upright with its frame supported in at least two places and allow the frame and one wheel to be locked by a durable high security lock; and
 - (b)** Be securely anchored and mounted on a hard surface.
 - (2)** A bicycle rack or storage facility location must:
 - (a)** Be a minimum distance of ten feet from any fire hydrant or fire hose connection and three feet from any other obstruction, including another bicycle rack.
 - (b)** Be in publicly accessible, well-lit, highly visible location that does not interfere with pedestrian movement. At least 50 percent of the required bicycle spaces must be within 50 feet of a main entrance to the building; or
 - (c)** For spaces intended to serve building occupants and visitors who need bicycle parking for several hours or longer, the spaces must be located within a secure, weather protected facility within 100 feet of the main entrance, or inside the building at ground level. Each space must be available and accessible for all building tenants and visitors during the hours of operations of the use. For residential structures each space must be accessible 24 hours a day, 7 days a week.
 - (3)** The design of any facility provided in subsection 6102.1.E(2)(c) must be in conformance with the Public Facilities Manual and the Fairfax County Department of Transportation Bicycle Guidelines.
- F.** When bicycle parking spaces are required by Table 6102.1, bicycle parking must be installed when any of the following occurs¹:
 - (1)** New construction of a principal building.
 - (2)** Expansion of an existing principal building resulting in a requirement of more than five additional bicycle spaces.
 - (3)** Change of use or expansion of an existing use resulting in a requirement of more than five additional bicycle spaces.
- G.** The Board of Supervisors, as part of a rezoning or special exception, or the Director, as part of a site plan, may adjust the number of bicycle spaces required by this section when the applicant has demonstrated to the Board's or Director's satisfaction that fewer spaces than those required will adequately serve the use.

¹ Option to require bicycle parking when new use or expansion requires 1 to 10 spaces.

2. Minimum Required Bicycle Parking Spaces

- A. Minimum off-street bicycle parking spaces accessory to the listed use classifications must be provided in accordance with Table 6102.1.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
AGRICULTURAL AND RELATED USES²	
Agricultural and Related Uses	2 spaces ³
RESIDENTIAL USES⁴	
Dwelling, Multifamily	5 percent of the provided vehicle parking spaces; or 10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Dwelling, Multifamily-ADU Development	or
Residence Hall	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁵
All other Residential Uses	No minimum requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES⁶	
Club, Service Organization, or Community Center	5 percent of the provided vehicle parking spaces; or
College or University	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Community Swim, Tennis, and Recreation Club	or
Congregate Living Facility	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Cultural Facility or Museum	

² Proposed to provide a single bicycle parking requirement for the entire agricultural and related use classification.

³ Option includes a range of no minimum requirement to a minimum requirement of 12 spaces.

⁴ Option to identify additional residential uses to be included for minimum bicycle parking requirements.

⁵ Range under consideration for the three tiers is from 0 to 20 percent of the vehicle parking requirement.

⁶ Option to identify additional public, institutional, and community uses to be included for minimum bicycle parking requirements.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
Independent Living Facility	5 percent of the provided vehicle parking spaces; or
Medical Care Facility	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or
Public Use	
Religious Assembly	
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	
Specialized Instruction Center	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁷
School, Private	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁸
All other Public, Institutional, and Community Uses	
COMMERCIAL USES⁹	
Commercial Recreation, Indoors	5 percent of the provided vehicle parking spaces; or
Commercial Recreation, Outdoors	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or
Hotel or Motel	
Office	
Quasi-Public Park, Playground, or Athletic Field	
Restaurant	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹⁰
Restaurant, Carryout	
Restaurant with Drive-Through	
Retreat Center	

⁷ Range under consideration for the three tiers from 0 to 20 percent of the provided vehicle parking spaces.

⁸ Option includes a range of 2 to 12 required spaces.

⁹ Option to identify additional commercial uses to be included for minimum bicycle parking requirements.

¹⁰ Range under consideration for the three tiers is from 0 to 20 percent of the provided vehicle parking spaces.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
Retail Sales, General	5 percent of the provided vehicle parking spaces; or
Retail Sales, Large	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Shopping Centers	or
Stadiums	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹¹
All Other Commercial Uses	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹²
INDUSTRIAL USES¹³	
Industrial Uses	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹⁴

¹¹ Range under consideration for the three tiers is from 0 to 20 percent of the provided vehicle parking spaces.

¹² Option includes a range of 2 to 12 required spaces.

¹³ Option to identify and separate industrial uses to be included in minimum bicycle parking requirements.

¹⁴ Option includes a range of no minimum requirement to a minimum requirement of 12 spaces.