

The Cosmos Project
801 East Washington Avenue
Bike Parking Calculation

City Staff Calculation of Required Bike Parking:

- 181 Total Bike Parking Stalls
 - General retail/office (floors 1-4): 26 stalls
 - Office tower (floors 5-8): 30 stalls
 - Concert venue: 125 stalls

Proposed Bike Parking in Revised Plans:

- 236 Total Bike Parking Stalls
 - 68 stalls on property adjacent to sidewalk in traditional racks
 - 50 vertical stalls along screening wall adjacent to shared plaza area
 - 60 interior spaces in 4th floor lobby area for use by office tenants
 - 50 shared stalls subject to reciprocal easement agreement with The Spark
 - 8 stalls within City right-of-way

The Cosmos Project is seeking a bike parking reduction from the Zoning Administrator to reduce the required number of bike parking stalls from 181 to 128. The reduction is supported by the following factors:

1. The primary use of the concert venue will occur during off-peak hours when the office space in the building is not primarily used. Office use for the required 56 bike parking stalls will occur primarily between the hours of 8:00 a.m. and 5:00 p.m. Monday-Friday. Concert venue use for the required 125 bike parking stalls will occur primarily between the hours of 6:00 p.m. and Midnight on variable days during the year. Therefore, there will be little to no overlap of bike parking required for the office and concert venue uses.
2. The 50 vertical bike stalls proposed in the plaza area provide an efficient use of space within 375 feet of the primary concert venue entrance and adjacent to a bike-friendly secondary street (East Main Street) and would utilize innovative vertical racks increasingly used to expand bike parking in urban settings.
3. 50 bike parking stalls in the plaza area on The Spark site would also be available for use by The Cosmos users. The primary use of The Spark is office use, which has peak usage similar to the office components of The Cosmos and with different peak hours than the concert venue.
4. The Cosmos Project is located on a primary transportation corridor (East Washington Avenue) served by Madison Metro routes 6, 14, 15, 25, 27, 29, 37, 56 and 57.
5. Additional bike parking (currently estimated to be a minimum of 20 stalls) will be available in the City-owned parking structure to be constructed on the corner of East Main Street and South Livingston Street.

From: Tucker, Matthew
Sent: Monday, December 12, 2016 5:25:07 PM
To: Stouder, Heather
Subject: RE: Cosmos Bike Parking

If this comes up, best I can tell you is they will need a technical bike parking reduction greater than they indicate below, because of code factors that **will disqualify certain stalls from being counted**. The overall number they provide will stay the same, but the reduction will likely be greater than they indicate in the letter.

In concept, this looks fine.

The requirement for this development is all short-term parking (no long-term, that is for residential)

Some relevant code sections:

Definitions:

Bicycle Parking, Long-Term. Bicycle parking that is designated for multiple-day or storage use.

Bicycle Parking, Short-Term. Bicycle parking that is designated for daily or intermittent use.

Sec. 28.141(11)

(a) Parking Designation. Bicycle parking requirements are as shown in Table 281-3 and shall be designated as long-term or short-term parking.

1. For all residential uses, including those in combination with other uses, at least ninety percent (90%) of required resident bicycle parking shall be designed as long-term parking. Any guest parking shall be designed as short-term parking. Except as allowed in Secs. 28.141(11)(f)-(h) below, all bicycle parking shall be ground mount non-vertical, and have a six (6) foot vertical clearance.

2. For all other uses, at least ninety percent (90%) of all bicycle parking shall be designed as short-term parking.

(b) Required **short-term** bicycle parking spaces shall be located in a convenient and visible area at least as close as the closest non-accessible automobile parking and **within one hundred (100) feet of a principal entrance** and shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position. No fee shall be charged for resident bicycle parking where free auto or moped parking is provided on-site.

(e) Bicycle parking spaces shall be **a minimum of two (2) feet by six (6) feet. There shall be an access aisle a minimum of five (5) feet in width**. Each required bicycle parking space must be accessible without moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway. Bicycle racks shall be installed to the manufacturer's specifications, including the minimum recommended distance from other structures.

(f) Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking.

(g) Bicycle parking not meeting dimensional or access aisle requirements may be installed but shall not count towards a minimum bicycle parking requirement.

(h) All racks shall accommodate cable locks and “U” locks including removing the front wheel and locking it to the rear fork and frame.

(j) For multi-building development, bicycle parking shall be provided for each building.

Sec. 28.141(5) Bike parking reduction:

The amount of required bicycle parking may be reduced by the Zoning Administrator under the following circumstances:

A bicycle parking reduction shall be initiated by the owner, who shall submit information to support a reduction. Factors to be considered by the Zoning Administrator include but are not limited to: availability, proximity, and use characteristics of public bike parking in the public right of way within two hundred (200) feet of the subject property; existing or potential shared parking agreements; proximity to transit routes and/or multi-use paths; characteristics of the use, including hours of operation and peak parking demand times; design and maintenance of off-street bicycle parking, and whether the use is existing or is an addition to an existing use.