

Subject: Summary of discussion of bicycle parking requirements for the new Zoning Code.

Attendees: Jay Ferm, Bob Holloway, Matt Tucker

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General comments:

- Require all bicycle parking to be as accessible as the majority of the car parking
- Residents of buildings shall not be required to pay a fee for access and use of required bicycle parking
- Up to 25% of bike parking may be provided as structured parking, as approved by the Zoning Administrator (millennium park model)
- Does 3% slope work to provide stable surface for rack mounting?
- Two calculators for generating required bicycle parking: *Residential* and *Non-residential*

Statement of purpose

- Define traffic to include motor vehicles and bicycles. Check state statute.

Rack design (ground mount, non-vertical)

- Support a wheel and frame in the center of the bicycle parking stall (no overlap), keeps wheel and frame in a single plane and prevents rotation of the bicycle when placed in the rack
- Separate rack designs to apply to short term and long term parking
- Who approved the rack? Ordinance defines rack, Zoning Administrator approves, with consideration/guidance from TE. (allows for creativity),
- Need 6' vertical clearance requirement,
- Provide examples of acceptable racks in supporting document

Short-term vs long-term parking

- Need to define short-term vs long-term bike parking, and develop requirements accordingly:
 - Short-term = daily, intermittent use, directly accessible to street or public way
 - Long-term = multiple day or more storage oriented, not as directly accessible as short-term
- In bicycle parking design and location (pp. 146) add the following in red:

(11) Bicycle Parking Design and Location.

(a) Parking designation. Bicycle parking requirements are as shown in Table 28J-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 resident bicycle parking shall be designed as long-term parking. Any guest parking shall be designed as short-term parking.

2. For all other uses, at least ~~fifty~~ **ninety** percent (~~50~~ **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 within ~~fifty~~ **one hundred** (~~50~~ **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.~~ **(put this in the rack design section)**

(c) Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas **or private storage areas** accessory to dwelling units. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential uses may be located off-site within three hundred (300) feet of the site. No fee shall be charged for long-term resident bicycle parking.

Vertical Bicycle parking

- Need a diagram showing how vertical parking may be designed:
 - Define as a cube, free of 5' access aisle, use storage locker door for dimensions
- Acceptable racks/design
- Allow small (25%?) percentage of required bicycle parking to be vertical
- Allow vertical substitute to car substitute
- Allow up to 25% of required long-term parking may be installed as wall mount, where 5' access aisle is provided.
- Vertical bike parking spaces not meeting access aisle requirements may be installed, but do not count toward bicycle parking requirement.

Bicycle parking reduction (pp. 140)

- Create reduction request similar to car parking:
A bicycle parking reduction request must be initiated by the owner, who must submit information to support the argument for reducing the required number of spaces. Factors to be considered include but are not limited to: availability, proximity, and use characteristics of on-street bicycle parking within 300' of the subject property; existing or potential shared parking agreements; proximity to transit routes and/or bicycle paths and provision of automobile parking; the characteristics of the use, including hours of operation and peak parking demand times; design and maintenance of off-street parking that will be provided; and whether the proposed use is new or a small addition to an existing use.
- If reductions are being requested, guidelines for consideration should be created that effectively “raise the bar” from the status quo (similar to current automobile parking reduction)
- # 3 & 4 are sub bullets to #2.
 - #4 distance should be less than 300'
- Add statement to #1: *provided areas on-site for the entire amount of bicycle parking are reserved, and the Zoning Administrator determines the proposed bike parking provisions to be adequate.*