CITY OF MERCED
Development Services

TO: Bicycle Advisory Commission
FROM: Bill King, Principal Planner
DATE: March 26, 2013
SUBJECT: Second Review / Draft Bicycle Parking Ordinance

ACTION REQUIRED:

Recommendation from the Bicycle Advisory Commission to City Staff

BACKGROUND

The City of Merced Planning Division is currently updating the City's Zoning Ordinance; this presents an opportunity to add bicycle parking requirements to the City's Municipal Code. In December 2013, City Staff presented the BAC with information about bicycle parking, including the following documents:

- Bicycle Parking sample codes from Grass Valley, Redding, and Tracy
- 2008 Bicycle Transportation Plan/Bike Parking Guidelines
- California Green Code
- *Merced Vision 2030 General Plan* Bike Parking Related Policies; and
- Association of Pedestrian and Bicycle Professionals (APBP)

Staff also provided the BAC with recommended draft bike-parking zoning code language for consideration (Attachment A).

PRIOR ACTION OF THE BICYCLE ADVISORY COMMISSION

At the Bicycle Advisory Commission meeting of December 2012, City Staff provided the BAC with background information about bicycling parking, and draft bike-parking requirements for consideration. At this meeting, the BAC reviewed and commented on the draft zoning code and other documents, but deferred action on the draft code language pending further review and recommendation by a sub-committee of the BAC.

The BAC Sub-Committee provided Staff with suggested changes to the City's Bike Parking Guidelines and Policies (Attachment B). Staff suggests the BAC review these in tandem with the draft zoning code originally provided in December by Staff (Attachment A) to formulate its recommendation.

CITY OF MERCED DRAFT DESIGN STANDARDS/BICYCLE PARKING

The Development Services Department is also working to prepare an official design standard for bike parking, which should be referenced in the zoning code. Used together, the design standards and zoning code will define the City's bike parking requirements.

It is the role of the official design standards to specify design and construction of the bike-parking racks, such as:

- site surfacing
- type and style of bike racks
- spacing of racks / distance from other structures
- bike rack materials

The zoning code would address such issues as:

- number required by land use types
- requirement for parking spaces

ACTION

Staff recommends that the BAC review: 1) the attached draft bike-parking zoning code (Attachment A); and, 2) the BAC Sub-Committee's recommended changes to the City's Bike Parking Guidelines and Policies (Attachment B), and provide its recommendations concerning bike parking requirements to Staff.

Attachments

A. Draft bike-parking zoning code language provided by Staff
B. BAC Sub-Committee's recommended changes to the City's Bike Parking Guidelines and Policies

DRAFT BIKE PARKING CODE REQUIRMENTS

CITY OF MERCED – DECEMBER 2012

Definitions

*TENANT-OCCUPANTS***.** Building occupants who inhabit a building during its normal hours of operation as permanent occupants, such as employees, as distinguished from customers and other transient visitors.

Parking Space Locations

Where required, bicycle parking shall be provided as close to the facility entrance as possible for which they are designated, and are to be placed in highly visible places. Where there are multiple businesses and/or entrances, bicycle parking shall be divided proportionally between these locations based generally on parking demand.

Non-Residential Uses

Short-Term bicycle parking: If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 100 feet of the visitors' entrance, readily visible to passersby, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. Whenever possible, weather proofing or facility covering should be used.

Long-Term bicycle parking: For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; and,
3. Lockable, permanently anchored bicycle lockers.

Residential Uses

Type of Activity	***Long-term Bicycle Parking Requirement***	***Short-term Bicycle Parking Requirement***
Single Family Dwelling	No spaces required.	No spaces required.
Multi-family Dwelling		
With private garage for each unit*	No spaces required.	0.10 spaces for each unit. Minimum is 2 spaces.
Without private garage for each unit	.75 spaces for each unit.	0.10 spaces for each unit. Minimum is 2 spaces.

Bike Parking Style and Design

All bike parking spaces shall comply with the City of Merced Official Design Standards.

ATTACHMENT A

Bicycle Parking Guidelines

~~The amount of bicycle space needed for a particular area depends upon the type of occupancy, the location and proximity of streets with heavy bicycle traffic and the relationship of the project areas to adjacent and nearby businesses, etc~~. A standard automobile stall provides sufficient parking space for ~~twelve~~ ***eight*** bicycles. Similar to bikeways, bike parking facilities are categorized as:

- Class I parking facilities include covered storage lockers that offer maximum theft and weather protection.
- Class II parking facilities include ~~wooden or~~ steel bike racks to which a bicycle frame and ***at least one*** wheels can be locked.
- ~~Class III parking facilities include concrete pods of small racks in which one bicycle tire is places.~~

The following are ~~recommended~~ ***required*** amounts of bicycle parking for several types of land uses~~. These amounts can be adjusted up or down for a particular project.~~

1. Commercial, all zones, bicycle spaces numbering 10% of vehicle spaces otherwise required.
2. Provide one bicycle space for every 10 employees during the heaviest work shift, in addition to bicycle parking otherwise required for visitors. This parking may be separately located from the public parking, but should be at least as convenient as employee vehicle parking.
3. For public facilities such as municipal office, parks, swimming pools, ~~parks,~~ auditoriums, churches, and similar uses, provide bicycle spaces numbering ~~10~~ ***20***-percent of vehicle parking normally required, or immediately available to the facility.

Experience has shown that modest amounts of bicycle parking at many dispersed location is preferable to few high capacity facilities. ***[Is this true? I believe that I would prefer an area where there are numerous bikes parked.]*** Cyclists tend to shun bike parking, unless the parking is ***a highly visible high pedestrian traffic area*** ~~very~~ close to the destination ***and there are facilities to securely lock the***

bicycle. ~~To determine the need and amount of bicycle parking, first identify those locations where bikes are parked and no parking is provided. In this manner, parking can be provided to meet the need.~~

ATTACHMENT B

Merced Vision 2030 General Plan

Bike-Parking Related Policies

T-2.2.f Plan for multi-modal transfer sites that incorporate auto parking areas, bike parking, transit, pedestrian and bicycle paths, and park and ride pick-up points.

Identify locations where transportation systems converse and designate such areas as potential multimodal transfer sites. One such location ~~could~~ ***should*** be the future ~~Downtown~~ High Speed Rail Station, where bike-friendly routes to the station and ~~short/long term~~ ***short-term and long-term*** bike parking facilities could be incorporated into the station design to assist bicycle commuting.

T-2.5.a Develop guidelines for public and private developments related to the design and location of bicycle parking facilities for both residential and non-residential uses and ~~consider~~ ***establish*** a bicycle parking ordinance.

It is not good enough to provide parking facilities merely for automobiles. If a bicycle rider is forced to park a bicycle in an inconvenient area~~, subject to bad weather~~, or walk just as far in inclement weather as someone using a car, the incentive is ~~greatly~~ reduced for the average rider. Bicycle parking needs to be protected, needs to be more convenient than that provided for cars~~, etc~~. There have to be ~~special~~ advantages granted to those willing to ride, to make bicycling a realistic option. The City should ~~consider the adoption of~~ ***adopt*** a bike parking ordinance. Bicycle parking guidelines from the Association of Pedestrian and Bicycle Professionals (APBP) should be considered as a resource for developing such a bike parking ordinance. The City should also encourage **(provide incentives to)** employers to provide end-of-trip facilities, such as bike lockers, bike rooms, and shower facilities to encourage bicycle commuting.

T-2.9.b Work with employers and developers to provide employees and residents attractive affordable transportation alternatives.

~~Encourage~~ ***Require*** new development to provide on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigate measures. Some examples include:

- Safe, secure ***and convenient*** bicycle parking areas.
- Showers and lockers provided ~~in~~ **at** office~~s~~ ***and work sites.***

<u>Merced Urban Design Guidelines</u> (Excerpts pertaining to bicycle transportation and connectivity)

Bike Parking:

Bicycle parking facilities ~~should~~ ***shall*** be provided throughout Core Commercial areas, in office developments and at transit stops, schools, parks, and other special destinations.

Explanations: Bike racks or other bike storage facilities ~~should~~ ***shall*** be provided at various shopping, employment, transit and recreation destination**s** ~~in Villages~~. Bike parking may be shared between uses, (?) but ~~should~~ ***shall*** be centrally located, easily accessible to building entries, protected from weather extremes, and visible from streets, ~~or~~ parking lots, ***or building entrances***.