

## Merced Bicycle Advisory Committee Minute Excerpts re: Bike Parking

Meeting of December 11, 2012

### DRAFT BICYCLE PARKING ORDINANCE

Principal Planner KING presented the staff report for this item.

Questions from the Commissioners were answered regarding shelter requirements, enforcing existing uses, rack space calculation methods and percentages, and comparisons to the CalGreen Code requirements. Stressing the need for the new ordinance to be focused and detailed, Chairperson GUZZETTA suggested forming a subcommittee of himself and another member to help formulate a recommendation. Commissioner NOBLE volunteered to help.

ON MOTION OF COMMISSIONER KAYSER-GRANT, SECONDED BY COMMISSIONER TYLER, DULY CARRIED BY UNANIMOUS VOICE VOTE, TO DEFER RECOMMENDATION ON THE NEW BICYCLE PARKING ORDINANCE TO THE FEBRUARY 2013 MEETING AND FORM A SUBCOMMITTEE TO INCLUDE CHAIRPERSON GUZZETTA AND COMMISSIONER NOBLE TO DEVELOP A RECOMMENDATION TO PRESENT AT THAT MEETING.

Meeting of March 26, 2013

### SECOND REVIEW – DRAFT BICYCLE PARKING ORDINANCE

Chairperson GUZZETTA reviewed the changes that the subcommittee of he and Commissioner NOBLE had made. Using the Bicycle Parking Guidelines from the 2008 Bike Plan, the subcommittee recommended keeping the guideline document's recommended 10% for commercial bike parking spaces and increasing the number of spaces for public buildings to 20%. The subcommittee also commented on the *Merced Vision 2030 General Plan* bike parking policies. Staff advised that no changes are being made to the General Plan policies; however, the changes suggested can be used towards the Bicycle Parking Ordinance Code being drafted.

A motion by Commissioner TYLER, seconded by Commissioner NOBLE, was made to accept the changes made by the subcommittee to the Bicycle Parking Guidelines. Before the vote was finalized, Planning Technician NUTT asked for

clarification of the motion. Realizing a conflict between the draft ordinance and the bike parking guidelines, the Commission abandoned the current vote in favor of further discussion.

For non-residential developments, the Commission agreed that a percentage of 8% of vehicle spaces required would ensure a compromise between the CalGreen Code and the City's established guidelines. The Commissioners also agreed to include requirements addressing public buildings and parks, so those areas are assured enough parking.

ON MOTION OF COMMISSIONER MIDDLEBROOKS, SECONDED BY COMMISSIONER NOBLE, ONE ABSENT, DULY CARRIED BY UNANIMOUS VOICE VOTE, TO ACCEPT THE DRAFT ORDINANCE FOR RESIDENTIAL USES AS RECOMMENDED BY STAFF; TO ACCEPT THE REQUIREMENTS FOR NON- RESIDENTIAL USES AS RECOMMENDED BY STAFF, EXCEPT TO CHANGE THE RECOMMENDED PERCENTAGE REQUIREMENTS FOR: SHORT-TERM BICYCLE PARKING, FROM FIVE PERCENT (5%) TO EIGHT PERCENT (8%), AND LONG-TERM BICYCLE PARKING, FROM FIVE PERCENT (5%) TO EIGHT PERCENT (8%); AND TO INSERT REQUIREMENTS THAT ADDRESS BICYCLE PARKING IN PUBLIC PLACES AND BUILDINGS TO PROVIDE BICYCLE SPACES NUMBERING TWENTY (20) PERCENT OF VEHICLE PARKING NORMALLY REQUIRED, OR IMMEDIATELY AVAILABLE IN THE FACILITY FOR PUBLIC FACILITIES SUCH AS MUNICIPAL OFFICES, PARKS, SWIMMING POOLS, AUDITORIUMS, CHURCHES, AND SIMILAR USES, AS FOLLOWS:

AYES: COMMISSIONERS KAYSER-GRANT, MIDDLEBROOKS, COMEYNE, TYLER, NOBLE, AND CHAIRPERSON GUZZETTA  
NOES: NONE  
ABSTAIN: NONE  
ABSENT: SIMS-CULOT

Meeting of December 9, 2014

DRAFT BICYCLE PARKING CODE

Principal Planner KING presented the report on the draft changes to the parking section of the City's zoning ordinance and invited comments and recommendations. Commissioners KAYSER-GRANT and HOTHEM expressed their appreciation to the Planning Staff for changing earlier drafts based on their input, notably in regards to the draft standards for short-term and long-term bicycle parking. The Commission then discussed the "Applicability" and "Bicycle Parking Spaces Required" sections, and made the following recommendations to Staff.

Regarding the "Applicability" section, the Commission noted that: bicycle travel to the proposed exempted uses should be expected, especially by employees; and, the section creates a loop-hole for additional uses to seek exceptions to the bike parking code.

ON MOTION FROM COMMISSIONER KAYSER-GRANT, SECONDED BY COMMISSIONER HOTHEM, DULY CARRIED BY UNANIMOUS VOICE VOTE (ONE VACANCY), TO DELETE ALL PROPOSED LANGUAGE THAT SPECIFIES EXCEPTIONS TO APPLICABILITY, AS PRESENTED IN "SECTION 20.38.80. H. APPLICABILITY."

Regarding the "Bicycle Parking Spaces Required" section for residential uses, the Commission noted that: current single-family home, duplex, and triplex designs will likely provide adequate bicycle parking spaces; basing the need for bike parking to the number of vehicle spaces is flawed and conflicts with the City's efforts to expand bicycle travel as a viable form of transportation; 1 long-term bicycle space per 10 dwelling units is unrealistically low; that multi-family residents tend to rely more on alternative modes of transportation for commuting purposes and need to have bike spaces provided in the project design; and, inclusion of bike parking spaces on residential properties adds versatility and value and does not diminish other site amenities.

ON MOTION FROM COMMISSIONER KAYSER-GRANT, SECONDED BY COMMISSIONER HOTHEM, DULY CARRIED BY UNANIMOUS VOICE VOTE (ONE VACANCY), TO MODIFY TABLE 20.38-4 (REQUIRED PARKING SPACES) BY CHANGING THE SHORT-TERM AND LONG-TERM SPACES FOR RESIDENTIAL USES TO: 1 SHORT-TERM BIKE SPACE PER 4 UNITS AND 1 LONG-TERM BIKE SPACE PER UNIT.