



M E M O R A N D U M

TO: Downtown Commission
FROM: Annick Beaudet, Neighborhood Connectivity Division (NCD), PWD
DATE: October 12, 2012
SUBJECT: City Code Amendments related to Bicycle Parking
CC: Nadia Barrera, NCD
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In September 2011 the Planning Commission directed staff to initiate a code amendment related to bicycle parking requirements. After significant review consistent with the bicycle parking recommendations made by the 2007 Street Smarts Task Force, the Bicycle Master Plan, and the Bicycle Advisory Council, the Bicycle Program staff identified ten potential amendments to the City Code. The table below summarizes the current code number and description of the proposed amendment.

Current Code	Proposed Amendment
§25-1-1 Definitions	Defines “Principal Building Entrance” and “Secure.” Used in the amendment to § 25-6-477 Bicycle Parking.
§25-6-477 Bicycle Parking	<ul style="list-style-type: none"> • Requires additional bicycle parking for a change in land use if new land use requires more parking than former land use. • Clarifies the requirements for the allocation of bicycle parking from “as convenient as that of motor vehicle parking,” to 50 ft. or less from principal building entrance. • Allows for bicycle parking within a building and in a covered garage.
§25-6-472 Parking Facility Standards	Clarifies that showers, related changing areas, and bicycle storage rooms do not count in the floor area calculation used for off-site parking requirements.
§ 25-2-474 Required Findings	Clarifies that any variance to zero parking requirement still has a bicycle parking requirement either pre-variance number or as decided by City Manager or designee.
§25-6-478 Reduced Parking in Certain Geographic Areas	Clarifies that any reduction of auto parking spaces does not affect number of bicycle parking spaces required – i.e. number of bicycle parking spaces should be calculated before reductions taken. Allows for motor vehicle parking reductions over 40% of standard requirement when bicycle related reductions per this section are used and with approval by the Public Works Department. All parking reduction options in Subchapter E are proposed to be moved to this new section (and will be removed with the Subchapter E amendment process currently underway). By this amendment all motor vehicle parking reduction options and incentives will be located in one place within the City Code.

<p>§ 25-6-473 Modification of Parking Requirements</p>	<p>Includes bicycle parking requirements as a consideration when modifying parking requirements for an existing site to meet Uniform Building Code and/or the ADA.</p>
<p>§ 25-6-476 Parking for Mixed Use Developments</p>	<p>Includes bicycle parking requirements as a consideration when modifying parking requirements.</p>
<p>§ 25-6-591 Parking Provisions for Development in the Central Business District (CBD) and a Downtown Mixed Use (DMU) Zoning District</p>	<p>Small businesses or other uses that do not require motor vehicle parking will most likely depend upon walking and bicycling traffic. This change requires at least one bicycle rack (2 spaces) for uses in the CBD/DMU that is less than 6,000 square feet and/or for Historic Landmark properties. Although motor vehicle parking spaces may be reduced for uses in CBD/DMU, bicycle parking space requirements shall be calculated prior to any reductions for motor vehicle parking. If motor vehicle parking spaces are increased, so too shall bicycle parking spaces.</p>
<p>Amend other sections as applicable (i.e. Subchapter E, Article 4, 4.3.3, E.3, TOD, etc.)</p>	<p>These proposed amendments are coordinated with the current Subchapter E proposed amendments and CBD/DMU parking reduction/elimination directive. Currently staff proposes to place all parking reduction options in one place in the Code, 25-6-478.</p>
<p>§ 25-6-XXX (New Code Section)</p>	<p>This is a new Code addition to provide incentive for superior end-of-use bicycle facilities (bicycle parking & showers) and to create a Bicycle Parking Fund to provide revenue to sustain the City's Bicycle Parking Program (which provides bicycle parking in the public right-of-way).</p>