



## MEMORANDUM

**TO:** Planning Commission: Codes and Ordinances Subcommittee  
**FROM:** Annick Beaudet, Neighborhood Connectivity Division (NCD), PWD  
**DATE:** March 19, 2013  
**SUBJECT:** City Code (LDC) Amendments related to Bicycle Parking  
**CC:** Michael Curtis, NCD  
Eric Dusza, NCD  
Keri Juarez, NCD  
Howard Lazarus, NCD

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 LDC. The table below summarizes the current code number and description of the proposed amendment. Additionally, based on specific comments received from previous Codes and Ordinances Subcommittee meetings the following are revised/retracted staff recommendations based on those:

- **Retracted:** Incentive to allow “over bicycle parking” for a reduction of motor vehicle parking (up to 5 motor vehicle spaces total) and associated fee; this recommendation will be forwarded to PDR to forward to the LDC rewrite team to consider
- **Revised:** Removal of minimum building size to utilize shower incentive (previously set at 5,000 square feet)
- **Revised:** Bicycle transportation related reductions in motor vehicle parking that result in excess of 40% will require approval by the appropriate Land Use Commission, rather than Director of Public Works
- The LDC sections in bold below have been recommended to the full Planning Commission by the Codes & Ordinances Subcommittee; the two items above remain for discussion

Current Code	Proposed Amendment
<b>§25-1-21 Definitions</b>	Defines “Principal Building Entrance” and “Secure.” Used in the amendment to § 25-6-477 Bicycle Parking.
<b>§25-6-477 Bicycle Parking</b>	<ul style="list-style-type: none"><li>• Clarify and/or require bicycle parking for a change in land use if new land use requires more parking than former land use.</li><li>• Clarifies the requirements for the location of bicycle parking from “as convenient as that of motor vehicle parking,” to 50 ft. or less from principal building entrance.</li><li>• Allows for bicycle parking within a building and in a covered garage.</li></ul>
<b>§25-6-472 Parking Facility Standards</b>	Clarifies that showers, related changing areas, and bicycle storage rooms do not count in the floor area calculation used for off-site parking requirements.

<b>§ 25-2-474 Required Findings</b>	For Board of Adjustment variance, clarifies that a variance to a motor vehicle parking requirement(s) does not apply to bicycle parking requirement and that bicycle parking shall be calculated using the pre-variance motor vehicle parking number. Bicycle parking reductions are still then done administratively through an existing established waiver process.
§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 appropriate Land Use Commission. All parking reduction options in Subchapter E are proposed to be moved to this new section and apply within the urban core (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.
<b>§ 25-6-474 Parking Facilities for Persons w/Disabilities</b>	Includes bicycle parking requirements as a consideration when modifying parking requirements for an existing site to meet Uniform Building Code and/or the ADA.
<b>§ 25-6-476 Parking for Mixed Use Developments</b>	Includes bicycle parking requirements as a consideration when modifying parking requirements under this section.
<b>§ 25-6-591 Parking Provisions for Development in the Central Business District (CBD) and a Downtown Mixed Use (DMU) Zoning District</b>	<p>Since the initiation of this Code Amendment, there has been further policy direction to eliminate parking requirements for CBD/DMU zoned properties (but still require bicycle parking at the pre-elimination number); should that ordinance not pass, the following modification related to bicycle parking is proposed:</p> <p>Require 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.</p> <p>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.</p> <p>If motor vehicle parking spaces are increased, so too shall bicycle parking spaces.</p>
<b>Amend other sections as applicable (i.e. Subchapter E, Article 4, 4.3.3, E.3, TOD, etc.)</b>	These proposed amendments will be 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.
<b>§ 25-6-656 (New Code Section)</b>	Create a Bicycle Parking Fund option to the provision of bicycle parking with new development, where appropriate, to provide revenue to sustain the City's Bicycle Parking Program (which provides bicycle parking in the public right-of-way).