

March 22, 2016

Public Hearing - Zoning

Ordinance Amendment: Bicycle Parking Standards (ZA16-0001)

Applicant: City of Frisco

DESCRIPTION:

A request to amend Zoning Ordinance, Section 4, Site Development Requirements and Section 7, Definitions in regards to creating standards for bicycle parking. Tabled 02/23/16. KM

REMARKS:

This item must be removed from the table.

On January 12, 2016, the Planning & Zoning Commission approved a Call for Public Hearing to amend the Zoning Ordinance to consider requiring bicycle parking requirements.

On February 23, 2016, the item was tabled at staff's request to further review the draft with the Chamber of Commerce and the development community.

Staff proposes bicycle parking standards that identify short-term and long-term bicycle parking for commercial and multifamily uses. This is an implementation of the Comprehensive Plan in relation to chapters on Transportation Mobility and Public Health & Safety through this ordinance. The Comprehensive Plan states that "There is a need for transportation services to connect people with their destinations in Frisco and nearby cities....More options for transportation to and from jobs, medical and other appointments and to access basic services was the number one need identified in the focus group process." Additionally, the Public Health & Safety chapter specifically calls out "accommodating active (human-powered) modes of transportation, such as walking, bicycling..." Implementing bicycle racks throughout the City gives residents the opportunities to improve their health and the air quality.

The three main concerns raised from the development community and the Chamber of Commerce were as follows:

1. The proximity of bicycle racks to the primary building entrance.

Staff response: The proximity requirement has been reduced to allow developers greater flexibility in finding an adequate location for bicycle racks, which also allows for some collocating of bicycle rack areas within a retail

development.

2. The amount of bicycle racks that would be required per automobile spaces.

Staff response: The amount of bicycle parking required for the largest and/or most intensive non-residential uses, shown in Figure 4 in the recommendations section of this report, has also been reduced from 5% to 2.5%.

3. The necessity of a bicycle rack ordinance when the City has few bicycle lanes.

Staff response: The City is implementing its Hike and Bike Master Plan throughout the City. Bicycle routes are generally provided in three main areas: hike and bike trails, off-street trails, and on-street trails. Cyclists are allowed to use local streets regardless of marking and/or signage.

The proposed amendment would provide the following changes:

- Require short-term and long-term bicycle racks for commercial and multifamily uses.
- Provide regulations on the dimension, material and location for bicycle racks.
- Provide definitions for short-term bicycle racks and long-term bicycle racks.

RECOMMENDATION:

Recommend for approval with the following changes to the Zoning Ordinance:

Subsection 7.01 Terms and Words Defined

- *Short-Term Bicycle Rack*

A bicycle parking fixture that provides at least two bicycle spaces and includes at least a four-foot wide by six-foot long dimension, intended for parking less than three hours.

- *Long-Term Bicycle Rack*

A bicycle parking fixture that provides at least two bicycle spaces and includes at least a four-foot wide by six-foot long dimension, intended for parking more than three hours, and is fully protected from the elements.

- *Bicycle Corral*

A group of either short-term or long-term bicycle parking spaces that are located in the vehicular parking area adjacent to the curb. The corral is generally

surrounded by a painted white box on the street with flexible vertical delineators and a wheel stop where vehicles are likely to back into the adjacent parking spot.

Subsection 4.04 Off-Street Parking and Loading Requirements as listed below.

Sec. 4.04.12 Bicycle Parking

A. Locations.

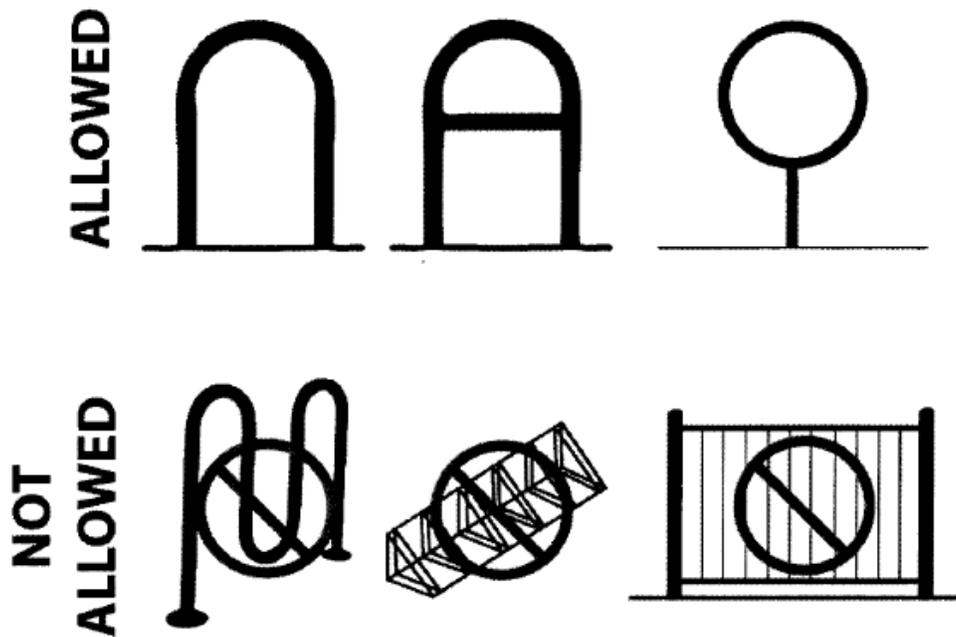
1. Short-term bicycle parking must be located either within 100 feet of the main public entrance of the building or facility.
2. Long-term bicycle parking must be located within 500 feet of the main public entrance of the building or facility.
3. Bicycle parking facilities shall not interfere with accessible paths of travel or accessible parking as required by the Americans with Disabilities Act of 1990, as amended.
4. When a rack is placed within a sidewalk or pedestrian right-of-way, a minimum of four (4) feet from the required rack dimension shall be provided for pedestrian clearance.
5. Bicycle racks shall be located in highly visible and well-lit areas to minimize theft and vandalism.
6. When automobile parking spaces are provided in a structured parking garage, all required bicycle spaces shall be located inside the garage on the ground level. Alternative layout and design of racks to maximize space may be administratively approved by the Director of Development Services.
7. Alternative Locations: In the event that compliance may not be feasible because of demonstrable hardship, the Director of Development Services may approve an alternative location.

B. Layout and Design.

1. Each bicycle rack shall be designed to accommodate two bicycle parking spaces (two bicycle spaces per rack) while using the allowed bike rack designs below:
 - a. Racks shall be designed to accommodate "U"-shaped locking devices and support the bicycle horizontally in two places.
 - b. The racks shall be constructed of durable materials to withstand permanent exposure to the elements, such as powder-coated metal or stainless steel.
 - c. Long-term bicycle parking shall feature a protective cover to shield bicycles from the elements and shall be clad in a similar architectural style and materials as the primary building or as approved by the Director of Development Services.
 - d. All bicycle parking spaces must be hard-surfaced or at minimum, a

- compact gravel base.
- e. All bicycle racks shall be securely anchored to the ground using a concrete footing and tamper-proof anchors.
 - f. Decorative bicycle racks that enhance the sense of place and contribute to the character of the development are encouraged but are subject to approval by the Director of Development Services.

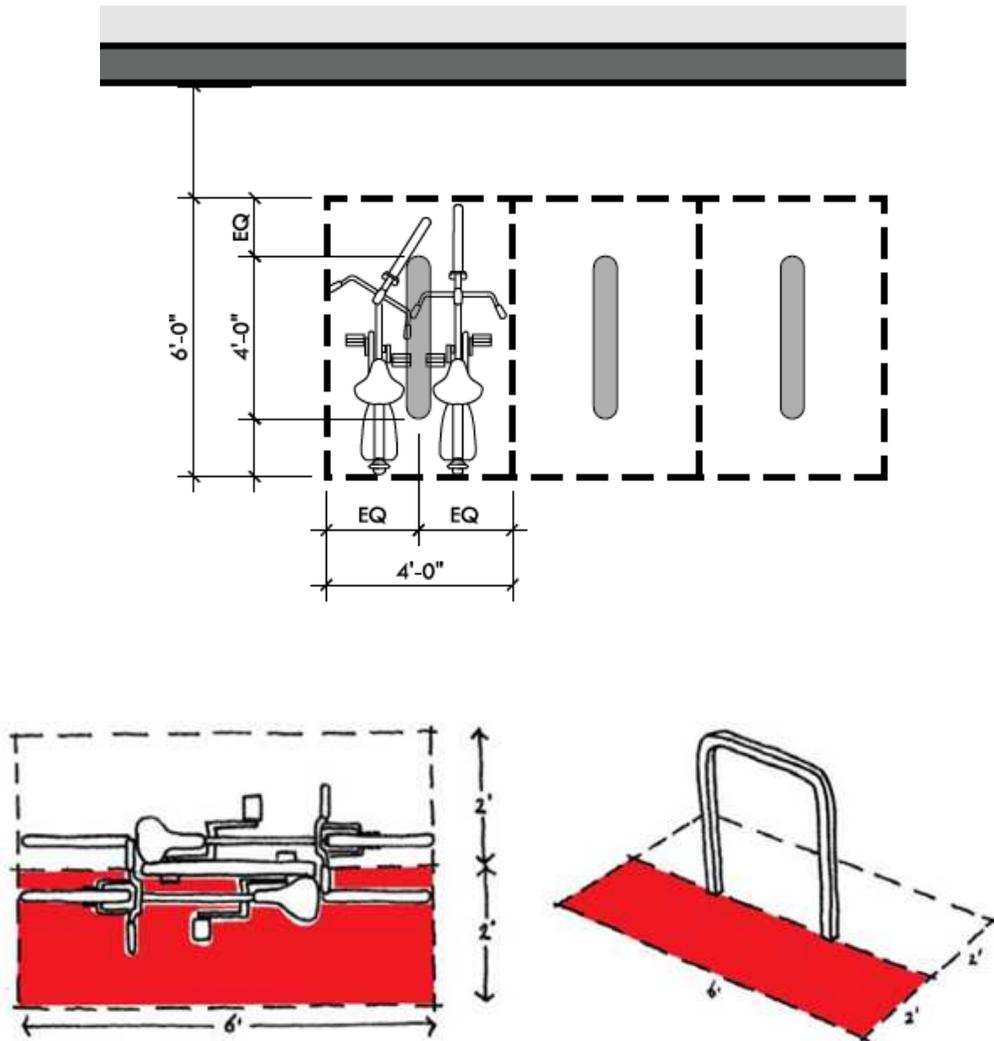
Fig. 1: Examples of Typical Bicycle Parking Designs Allowed and Not Allowed:



2. Bicycle Parking Space Size, Access Aisles, and Vertical Clearance.

- a. Bicycle racks shall provide clearance from other objects by using a standard footprint that is at least four (4) feet wide by six (6) feet long, as depicted below and shall hold at least two bicycles.

Fig. 2: Examples of Bicycle Parking Footprint and Dimensions



3. In cases where bicycle parking spaces are not visible from the primary drive aisle approaching the building, signage shall be used to direct cyclists safely to bicycle parking areas (Manual for Uniform Traffic Devices sign D4-3). These signs shall not be placed in the public right-of-way.

Fig. 3: Manual for Uniform Traffic Devices Sign D4-3



D4-3

C. Bicycle Corrals:

In areas with limited sidewalk space and frequent bicycle activity, place bike parking in “bike corrals” located in the vehicular parking area adjacent to the curb. Bike corrals make use of parking lot areas that are unsuitable for automobile parking. When replacing a single automobile parking space, a corral can generally fit eight to twelve bicycles. Design will be considered as context dictates as approved by the Director of Development Services.

Bicycle corrals shall be designed to distinguish and define the parking stall they inhabit for visibility and safety purposes. No vertical element of the structure may be taller than four feet tall, unless approved by the Director of Development Services.

D. Bicycle Parking Requirement.

The number of bicycle parking racks shall be based on the required automobile parking spaces and shall be provided in accordance with the following. Where fractional bicycle parking spaces result, the spaces required shall be rounded up to the nearest whole number.

Fig. 4: Bicycle Parking Standard Chart

Non-Residential	0-40 required auto spaces = 2 short-term bicycle parking spaces minimum 41-60 required auto spaces = 4 short-term bicycle parking spaces minimum 61-80 required auto spaces = 6 short-term bicycle parking spaces minimum 81-100 required auto spaces = 8 short-term bicycle parking spaces minimum 101+ required auto spaces = 10 short-term bicycle parking spaces minimum or 2.5% will be provided as short-term bicycle parking spaces, whichever is greater
Multifamily Residential (MF-15 & MF-19)	20% of required auto spaces shall equal the amount of required long-term bicycle spaces.

1. Bicycle parking is required for all commercial uses except: Accessory Structure, Antenna and/or Antenna Support Structure (Commercial), Antenna and/or Antenna Support Structure (Non-Commercial), Places of Worship, Hotel, Mini-Warehouse/Self-Storage, Mobile Food Vendor, Private Utility, Oil Well/Gas Well and Mineral Extraction, Recycling Collection Point, Sewage Treatment Plant/Pumping Station, Telephone Exchange, Temporary Building, Utility Distribution/Transmission Line, Water Treatment Plant.
2. Bicycle parking for residential uses is only required in Multifamily-15 and Multifamily-19 uses.
3. Bicycle parking for Licensed Child-Care Facility and Hospital uses, shall be calculated using required employee automobile parking.
4. The number of required and provided automobile parking spaces and bicycle parking racks shall be shown in a chart format on the site plan. Location of bicycle racks footprints, bicycle parking signage shall also be shown on the site plan. A reduction in the minimum required automobile parking is allowed equal to the percentage of bicycle parking spaces provided, with a five (5) percent

maximum reduction.

5. In all cases where bicycle parking is required, no fewer than two (2) spaces (one rack) shall be required.
6. Up to half of the required short-term bicycle parking spaces may be substituted with long-term bicycle parking spaces.
7. When the intensity of use of any building, structure or premises shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measurement specified herein that requires additional automobile parking spaces, bicycle parking as required herein shall be provided for such increase in intensity of use.