

LEGISLATION SUMMARY
City Planning Commission

Bicycle Parking Requirements

Ordinance No. 522-08

Description: This ordinance requires that a certain number of bicycle parking spaces and associated bicycle racks be provided in parking lots and garages. One bicycle parking space would be required for each 20 automobile parking spaces. Approximately 12 bicycles can be parked in one automobile parking space.

Purpose: The ordinance is intended to encourage use of bicycles for transportation in Cleveland by providing convenient and safe locations to park bicycles.

Details: The ordinance has two parts. The first part would amend the Zoning Code to require bicycle parking spaces as part of any new parking lot or garage or any expansion of a parking lot or garage including 10 or more additional automobile parking spaces.

The second part of the ordinance applies to licensed parking lots and garages, which are those parking lots and garages that charge a fee for parking. The same bicycle parking regulations apply to these parking lots and garages, except that the regulations would also apply to current parking lots and garages, not just to those built in the future. The proposed ordinance requires that the required bicycle parking spaces and associated racks be installed within 2 years of the effective date of this ordinance.

Where the Zoning Code requires that a certain minimum number of automobile parking spaces be provided for a particular property, the number of required automobile spaces is reduced by 1 space for each 6 bicycle spaces provided.

No more than 24 bicycle parking spaces would be required for any parking lot or garage, regardless of how many automobile spaces are provided.

Ward: citywide

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AN EMERGENCY ORDINANCE

To supplement the Codified Ordinances of Cleveland, Ohio, 1976, by enacting new Sections 349.15 and 457.11 relating to bicycle parking; and to renumber existing Sections 457.10 and 457.11, as enacted by Ordinance No. 1552-A-90, passed June 17, 1991, to new "Section 457.11" and "Section 457.12".

WHEREAS, this ordinance constitutes an emergency measure providing for the usual daily operation of a municipal department; now, therefore,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CLEVELAND:

Section 1. That the Codified Ordinances of Cleveland, Ohio, 1976, are supplemented by enacting new Sections 349.15 and 457.11 to read as follows:

Section 349.15 Bicycle Parking

- (a) *Purpose* The requirements for bicycle parking are established for the purpose of ensuring provision of adequate and safe facilities to accommodate bicycle parking and to encourage use of bicycles for travel as an alternative to use of motorized vehicles.
- (b) *Applicability.* Bicycle parking facilities shall be provided for every new automobile parking lot or garage and for every expansion of an automobile parking lot or garage when ten (10) or more additional automobile parking spaces are provided.
- (c) *Number of Bicycle Parking Spaces.* Unless otherwise expressly stated, bicycle parking spaces shall be provided at a rate of one (1) bicycle parking space for each twenty (20) automobile spaces provided.
 - (1) *Fractional Spaces.* Where this requirement would result in a fraction of a bicycle parking space being provided, the number of required bicycle spaces shall be rounded to the nearest whole number.
 - (2) *Maximum.* No automobile parking lot or garage shall be required to provide more than twenty-four (24) bicycle parking spaces.
 - (3) *Variances.* When the number of required automobile parking spaces for a new or expanded use is reduced by means of a zoning variance, the number of required bicycle spaces shall be calculated on the basis of the number of required automobile parking spaces, unless a variance is granted to reduce the number of required bicycle parking spaces.
 - (d) *Substitution for Automobile Spaces.* The total number of required automobile off-street parking spaces shall be reduced at the ratio of one (1) automobile off-street parking space for each six (6) bicycle spaces provided. The total number of required automobile off-street parking spaces, however, shall not be reduced by more than five (5) percent for any parking lot or garage.

- (e) *Bicycle Parking Space Size.* Required bicycle parking spaces for nonresidential uses must have minimum dimensions of two (2) feet in width by six (6) feet in length.

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(f) *Bicycle Parking Space Location.* Required bicycle parking spaces shall be located at least as close to the entrance of the building as the nearest non-handicapped automobile parking space. Where automobile parking is provided in an enclosed area, bicycle parking shall be provided within the enclosure or in such a way as to provide comparable protection from the elements. Bicycle parking spaces shall be located on the property of the use that it serves unless it is determined by either the Director of Building and Housing or the Director of City Planning that a location on another property or in the public right-of way represents the only feasible means of meeting the requirement for bicycle parking spaces. A location in the public right-of-way shall be permitted only if such location meets all requirements for issuance of an Encroachment Permit.

(g) *Bicycle Racks and Lockers.* Each required bicycle parking space shall be equipped with a bicycle rack or "bicycle locker," as defined in this Section.

(1) *Design.* Bicycle racks and lockers must be securely anchored to the ground or a building. Bicycle racks must provide a stable frame to which bicycle frame and both wheels may be conveniently secured, such as the inverted-U, post and loop, or another type of rack that meets these standards. Bicycle racks that support the wheel but not the frame of the bike may not be used to fulfill a bicycle parking requirement. In parking lots and parking garages, physical barriers, such as posts or bollards, shall be provided so as to prevent a motor vehicle from striking a parked bicycle.

(2) *Residential Uses.* Bicycle racks are not required for bicycle parking associated with residential uses. Required bicycle parking for residential uses may be provided in garages, storage rooms, or any other resident-accessible, secure areas.

(h) *Exemptions.* No bicycle parking shall be required for single-family residences, two-family residences, townhouses, funeral parlors, automobile repair or body shops, gas stations, car washes, or motor vehicle sales lots.

(i) *Central Business District.* In Central Business District, as defined in Section 325.12 or as subsequently amended, regardless of exemptions for automobile parking, bicycle parking facilities shall be provided as required in this Section.

(h) *Bike Locker.* As used in this section, "bike locker" means a locker or storage space large enough to house a single bicycle and which may be secured and accessed by a single user.

Section 457.11 Bicycle Parking

As a condition of the issuance or renewal of an annual license, all parking lots and garages subject to the provisions of this Chapter shall provide spaces for bicycle parking in accordance with the following regulations.

(a) *Purpose.* The requirements for bicycle parking are established for the purpose of ensuring provision of adequate and safe facilities to accommodate bicycle

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parking and to encourage use of bicycles for travel as an alternative to use of motorized vehicles.

(b) *Time of Compliance.* For applicable parking lots and garages that were licensed prior to the initial effective date of this Section, required bicycle parking spaces shall be provided no later than two (2) years after the initial effective date of this Section. For other applicable parking lots and garages, required bicycle parking spaces shall be provide prior to the issuance of a license.

(c) *Number of Bicycle Parking Spaces.* Bicycle parking spaces shall be provided at a rate of one (1) bicycle parking space for each twenty (20) automobile spaces provided.

(1) *Fractional Spaces.* Where this requirement would result in a fraction of a bicycle parking space being provided, the number of required bicycle spaces shall be rounded to the nearest whole number.

(2) *Maximum.* No automobile parking lot or garage shall be required to provide more than twenty-four (24) bicycle parking spaces.

(d) *Substitution for Automobile Spaces.* The total number of required automobile off-street parking spaces shall be reduced at the ratio of one (1) automobile off-street parking space for each six (6) bicycle spaces provided. The total number of required automobile off-street parking spaces, however, shall not be reduced by more than five (5) percent for any parking lot or garage.

(e) *Bicycle Parking Space Size.* Required bicycle parking spaces for nonresidential uses must have minimum dimensions of two (2) feet in width by six (6) feet in length

(f) *Bicycle Parking Space Location.* Required bicycle parking spaces shall be located at least as close to the entrance of the building as the nearest non-handicapped automobile parking space. Where automobile parking is provided in an enclosed area, bicycle parking shall be provided within the enclosure or in such a way as to provide comparable protection from the elements.

(g) *Bicycle Racks and Lockers.* Each required bicycle parking space shall be equipped with a bicycle rack or "bicycle locker," as defined in this Section.

(1) *Design.* Bicycle racks and lockers must be securely anchored to the ground or a building. Bicycle racks must provide a stable frame to which bicycle frame and both wheels may be conveniently secured, such as the inverted-U, post and loop, or another type of rack that meets these standards. Bicycle racks that support the wheel but not the frame of the bike may not be used to fulfill a bicycle parking requirement. In parking lots and parking garages, physical barriers, such as posts or bollards, shall be provided so as to prevent a motor vehicle from striking a parked bicycle.

(2) *Residential Uses.* Bicycle racks are not required for bicycle parking associated with residential uses. Required bicycle parking for residential uses

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may be provided in garages, storage rooms, or any other resident-accessible, secure areas.

(h) *Bike Locker*. As used in this section, "bike locker" means a locker or storage space large enough to house a single bicycle and which may be secured and accessed by a single user.

Section 2. That existing Sections 457.10 and 457.11 as enacted by Ordinance No. 1552-A-90, passed June 17, 1991, are renumbered to new "Section 457.11" and

"Section 457.12".

Section 3 That this ordinance is declared to be an emergency measure and, provided it receives the affirmative vote of two-thirds of all the members elected to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise it shall take effect and be in force from and after the earliest period allowed by law.

BAL:nl
3-31-08

FOR: Director Brown

Ord. No.

Mr.

To supplement the Codified Ordinances of Cleveland, Ohio, 1976, by enacting new Sections 349.15 and 457.11 relating to bicycle parking; and to renumber existing Sections 457.10 and 457.11, as enacted by Ordinance No. 1552-A-90, passed June 17, 1991, to new "Section 457.11" and "Section 457.12".

AN EMERGENCY ORDINANCE

REPORTS

and referred to

READ FIRST TIME

by the council

CITY CLERK

READ SECOND TIME

by the council

CITY CLERK

READ THIRD TIME

by the council

PRESIDENT

CITY CLERK

APPROVED

MAYOR

Page

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REPORT
after second Reading

