

CITY OF MERCED
Planning Department

TO: Bicycle Advisory Commission
FROM: Bill King, Principal Planner
DATE: December 9, 2014
SUBJECT: Draft Bike Parking Code

BACKGROUND

City Planning Staff is preparing a comprehensive update to Chapter 20 of the Merced Municipal Code (zoning ordinance). Kim Espinosa, the Planning Department Manager, is leading this effort. She is working with a citizen focus group to craft recommended amendments to the entire zoning code. In 2015, the proposed changes will be presented to the City Planning Commission and City Council for consideration.

DISCUSSION

The current zoning ordinance does not include bicycle parking standards. The Bicycle Advisory Commission (BAC) previously reviewed and commented on the draft zoning code related to bicycle parking. Planning Staff and the citizen committee reviewed that prior input from the BAC and updated the initial draft of the comprehensive zoning code update. Attachment 1 is the latest version of the draft code related to bicycle parking.

The underlined text in the draft parking code provides a description of how it relates to the existing zoning code. For example, you may see [NEW], [modified], [Similar], or [no change]. The entire bike parking section is new. The new bike parking code section is located at Section 20.38.080. This new section refers to sections 20.38.010, 20.38.020, and 20.38.030 of the “Parking and Loading” chapter of the zoning ordinance, because these relate to bicycle parking.

ACTION

The BAC is requested to review the latest version of draft bike parking code and to provide comments to City Staff for consideration in compiling the final draft of the comprehensive zoning code update.

Attachment:

1. Draft comprehensive code update related to bicycle parking.

Chapter 20.38 - PARKING AND LOADING

Sections:

20.38.010 Purpose

20.38.020 Applicability

20.38.030 Required Parking Spaces

20.38.040 General Requirements

20.38.050 Parking Reductions

20.38.060 Parking Assessment Districts

20.38.070 Parking Design and Development Standards

20.38.080 Bicycle Parking

20.38.090 Off-Street Loading

20.38.010 Purpose **[NEW]**

This chapter establishes off-street parking requirements in order to:

- A. Provide a sufficient number of off-street parking spaces for all land uses;
- B. Provide for functional off-street parking areas that are safe for vehicles and pedestrians;
- C. Ensure that parking areas are well-designed and contribute to high-quality design environment within Merced;
- D. Allow for flexibility in off-street parking requirements to support a multi-modal transportation system and sustainable development pattern; and,
- E. Ensure that off-street parking areas do not adversely impact land uses on neighboring properties.



20.38.020 Applicability

- A. **New Structures and Uses.** All new structures and uses shall comply with the standards in this chapter, including the amount of required off-street parking as specified in Table 20.38-1 (Off-Street Parking Requirements). **[Similar to MMC 20.58.010 & 20.58.020]**

B. Changes in Existing Structures and Uses. [No change to MMC 20.58.420]

1. Additional parking shall be required for a change in use or any modification to an existing structure that results in an increase in the unit of measurement used to determine the amount of required off-street parking as specified in Table 20.38-1 (Off-Street Parking Requirements).
2. Additional off-street parking shall be required only to accommodate the incremental change or expansion of the structure or use. Additional parking shall not be required to remedy parking deficiencies existing prior to the change to an existing structure or use.
3. Additional parking for nonresidential uses is not required if the parking needed to accommodate the change is either:
 - a. Two or fewer parking spaces; or,
 - b. Ten (10) percent or less of the total required off-street parking spaces for the use.

20.38.030 Required Parking Spaces

A. Number of Spaces. All land uses shall provide a minimum number of off-street parking spaces as specified in Table 20.38-1 (Off-Street Parking Requirements).

[Similar to MMC 20.58.020]

B. Unlisted Uses.

1. The Director of Development Services shall determine the minimum number of required off-street parking spaces for land uses not listed in Table 20.38-1 based on the requirements for the most comparable use in this chapter or an analysis of parking requirements for similar uses in other jurisdictions or State or national standards. [Similar to MMC 20.58.330 but now Director would determine vs. Planning Commission & City Council currently.]
2. Off-street parking requirements for unlisted land uses shall be based on the parking requirements of similar uses in Table 20.38-1. [NEW]
3. The Director of Development Services may require the preparation of a parking demand study at the expense of the applicant to determine the parking requirement for unlisted uses. [NEW]

C. Mixed or Multiple Uses. When more than one land use is conducted on a parcel, the minimum number of required off-street parking spaces shall be the sum of the number of parking spaces required for each individual use. [Similar to MMC 20.58.380]

D. Unknown Uses. [NEW]

1. The Director of Development Services shall determine the minimum number of required off-street parking spaces for non-residential “shell” structures with no identified tenants.
2. Off-street parking requirements for non-residential “shell” structures shall be based on anticipated tenants for the structures, as determined by the Director.

E. Units of Measurement. [Modified MMC 20.58.410(A, B, & C) to add “15%” language below which has been long time staff practice]

1. For the purpose of this chapter, "floor area," in the case of offices, merchandising or service types of uses, means the gross floor area used or intended to be used by tenants, or for service to the public as customers, patrons, clients, or patients, including areas occupied by fixtures and equipment used for display or sale or merchandise. It shall not include areas used principally for nonpublic purposes such as incidental repair, processing or packaging of merchandise, for show windows, for restrooms, for utilities, or for dressing rooms, fitting rooms, or alteration rooms. Unless additional information is provided by the applicant, these “non-public areas” will be assumed to be 15 percent of the total gross floor area and will not be used in calculating floor area for parking purposes.
2. In indoor or outdoor places of assembly in which spectators or patrons occupy benches, pews, or other similar seating facilities, each twenty inches of such seating facilities shall be counted as one seat for the purpose of determining off-street parking facilities.
3. When units of measurements determining the number of required parking spaces result in requirements of a fractional space, fractions of spaces over one-half shall be rounded up to the next whole number.

F. Conforming Status. Structures or uses established prior to the effective date of the Zoning Ordinance shall not be deemed nonconforming by reason of providing fewer off-street parking spaces than required by Table 20.38-1. However, no such structure or use may further reduce the number of provided off-street parking spaces below the requirements of this chapter. [No change to MMC 20.58.340(B)]

G. Additional Required Parking. The Planning Commission may require more off-street parking than required by Table 20.38-1 if the Commission determines that additional parking is needed to serve the proposed use and to minimize adverse impacts on neighboring properties. [NEW]

20.38.80 Bicycle Parking [Entire Bike Parking Section is NEW]

H. Applicability. All multi-family and non-residential land uses shall provide bicycle parking as specified in this section and in accordance with Sections 20.38.020 (Applicability) and 20.38.030 (Required Parking Spaces), except for the following uses: [NEW]

1. Gas and Service Stations
2. Maintenance and Repair Services
3. Vehicle Repair
4. Vehicle Sales and Rental
5. Wholesaling
6. Construction and Material Yards
7. Warehousing and Distribution
8. Other similar uses as determined by the Director of Development Services.



I. Types of Bicycle Parking. [NEW]

1. **Short-Term/Class II Bicycle Parking.** Short-term/Class II bicycle parking provides shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles.
2. **Long-Term/Class I Bicycle Parking.** Long-term/Class I bicycle parking provides employees, residents, visitors and others who generally stay at a site for several hours a secure and weather-protected place to park bicycles.

J. Bicycle Parking Spaces Required. The number of required bicycle parking spaces shall be as specified in Table 20.38-4 (Required Bicycle Parking Spaces). [NEW]

TABLE 20.38-4 REQUIRED BICYCLE PARKING SPACES

Land Use	Required Bicycle Parking Spaces	
	Short-Term Spaces	Long-Term Spaces
Multi-Family Dwellings of 6 units or more, Group Housing, and Single Room Occupancy	10% of required automobile parking spaces; minimum of 2 spaces	1 per 10 units; minimum of 2 spaces
Non-Residential Uses	8% of required automobile spaces, minimum of 2 spaces	8% of required automobile spaces for uses 10,000 sq. ft. or greater; minimum of 2 spaces

K. Short-Term/Class II Bicycle Parking Standards. Short-term bicycle parking shall be located within 100 feet of the primary entrance of the structure or use it is intended to serve, be readily visible to passers-by, and at least 25 percent of required short-term bicycle parking spaces shall be covered. **[NEW]**

L. Long-Term Bicycle Parking Standards. Following standards shall be recommended for long-term bicycle parking: **[NEW]**

1. **Location.** Long-term bicycle parking shall be located in highly visible, well-lighted areas that are convenient to the street and users.

2. **Cover.** A minimum of 75 percent of required long-term bicycle parking spaces shall be covered.

3. **Parking Facilities.** Long-term bicycle parking spaces must be secure and may include:

- a. Covered, lockable enclosures with permanently anchored racks for bicycles; or,
- b. Lockable bicycle rooms or areas with permanently anchored racks; or,
- c. Lockable, permanently anchored bicycle lockers.



M. Parking Space Dimensions. **[NEW]**

1. Minimum dimensions of 2 feet by 6 feet shall be provided for each bicycle parking space (illustrated in Figure 20.38-3).



2. An aisle of at least 5 feet shall be provided behind all bicycle parking to allow room for maneuvering.

3. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent walls, polls, landscaping, pedestrian paths, and other similar features.

4. 4 feet of clearance shall be provided between bicycle parking spaces and adjacent

automobile parking spaces and drive aisles.



N. Rack Design. Bicycle racks must be capable of locking both the wheels (one wheel with a U-type lock), providing at least 2 points of contact with the frame of the bicycle, and supporting bicycles in an upright position. “Inverted U” bicycle racks are highly recommended. **[NEW]**

O. Cover. Required cover for bicycle parking spaces shall be permanent, designed to protect the bicycle from sun and rainfall, and be at least 7 feet above the floor or ground. **[NEW]**



FIGURE 20.38-3 SHORT-TERM/CLASS II BICYCLE PARKING DIMENSIONS [NEW]

