



**Planning Commission  
Staff Report  
Ordinance Amendment  
Hearing Date: August 28, 2019**

**\*ITEM # 6**

The Community Development Department requests an Ordinance Text Amendment to Chapter 14.37 of the Provo City Code to establish minimum bicycle parking standards. City-wide impact. Austin Taylor (801) 852-6423 PLOTA20190217

<p><b>Applicant:</b> Community Development</p> <p><b>Staff Coordinator:</b> Austin Taylor</p> <p><b>*Council Action Required:</b> Yes</p> <p><b>Related Application(s):</b> None</p> <p><b>ALTERNATIVE ACTIONS</b></p> <p>1. <b>Continue</b> to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is September 11, 2019 at 6:00 p.m.</i></p> <p>2. <b>Recommend Denial</b> of the proposed ordinance amendment. <i>This would be a <b>change</b> from the Staff recommendation; the Planning Commission should <b>state new findings</b>.</i></p>	<p><b>Relevant History:</b> The 2013 Bicycle Master Plan adopted by Provo City Council mentioned that there is “not any specific guidance of bicycle parking facilities or a more nuanced discussion of parking capacity beyond three land use zones.” (p.122)</p> <p>Provo City’s General Plan states that “Provo City plans to significantly increase bike facilities within the city.” (2.2.4)</p> <p><b>Neighborhood Issues:</b> Austin Taylor met with a small group of developers who understood the need for enhanced design and quantity of bicycle parking but they asked that the minimum requirement be half the amount proposed.</p> <p><b>Summary of Key Issues:</b> Recent residential, office, and commercial projects have shown the need for guidance from the city on design and amount of bicycle parking provided</p> <p><b>Staff Recommendation:</b> That the Planning Commission recommend approval of the ordinance text amendment to section 14.37 to the City Council.</p>
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**OVERVIEW**

Upon reviewing Provo City’s Bicycle Master Plan, Parking and Sustainability Coordinator Austin Taylor found need to apply its suggestions regarding bicycle parking to Provo City code. The master plan calls for improving the design and increasing the

amount of bike parking in Provo City by making a minimum amount required as is done with car parking. This proposed ordinance text amendment creates a standard for design and quantity of bicycle parking for new developments.

First, the code provides guidance for design on short-term bicycle parking and long-term bicycle parking. Short-term parking is designed for stops of two hours or less and is typically an uncovered bicycle rack that touches the bicycle at two points and allows for secure locking of the frame with a U-lock. Long-term bicycle parking is designed for stays of around eight hours or more and is to be secured and protected from weather.

Second, the code provides a minimum standard for the amount of bicycle parking to be built. It has two tiers of minimums: one as a base level for all developments and a second as a higher level for developers who hope to offset the amount of car parking required with enhanced bicycle parking. These ratios come from the Association of Pedestrian and Bicycle Professionals and are recommended in Provo City's Bicycle Master Plan.

### **FINDINGS OF FACT**

1. Provo City Code requires a minimum standard for car parking but not for bicycle parking
2. Provo City's Bicycle Master Plan recommends that a minimum standard for bicycle parking be established.
3. Provo City's General Plan states that "Provo City plans to significantly increase bike facilities within the city. Employers can promote greater use of bicycles for commuting by providing secure and convenient bicycle parking for employees and customers." (2.2.4)
4. Recent high-density and transit-oriented development projects such as Startup Crossing and 63 East have been built with no long-term bicycle parking, discouraging tenants from owning and riding a bicycle for transportation.

### **STAFF ANALYSIS**

1. Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments:

*Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public, and is consistent with the goals and policies of the Provo City General Plan. The*

*following guidelines shall be used to determine consistency with the General Plan:*

- (a) *Public purpose for the amendment in question. **The public purpose of this amendment is to provide secure and dependable bicycle parking for residents, employees, customers, and the public thereby encouraging bicycling for transportation and reducing car parking demand.***
- (b) *Confirmation that the public purpose is best served by the amendment in question. **The proposed ordinance text amendment would establish a standard for quality and quantity of bicycle parking for new developments.***
- (c) *Compatibility of the proposed amendment with General Plan policies, goals, and objectives. **Provo City's General Plan states that "Provo City plans to significantly increase bike facilities within the city." This would be consistent with that goal.***
- (d) *Consistency of the proposed amendment with the General Plan timing and sequencing provisions on changes of use, insofar as they are articulated. **This proposed ordinance text amendment would not change zoning. It is intended to aid in decreasing parking and to make bicycle usage more convenient.***
- (e) *Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies. **The proposed ordinance text amendment would be consistent with the goals of the General Plan, as previously stated in this report.***
- (f) *Adverse impacts on adjacent land owners. **The proposed ordinance text amendment clarifies the design and increases the quantity of bicycle parking needed for a decrease in required car parking. Recent projects like 63 East and Startup Crossing were built with no long-term bicycle parking and the latter brought tenants with more cars than off-street parking spaces built, bringing parking spillover and residential opposition. Improved design and quantity of bicycle***

**parking as specified in this ordinance text amendment could better decrease on-street parking demand around new projects.**

- (g) *Verification of correctness in the original zoning or General Plan for the area in question. **The proposed ordinance text amendment applies city-wide and does not change zoning of property.***
  
- (h) *In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies. **No conflicts exist. The proposed ordinance text amendment does not affect the General Plan Map.***

## **CONCLUSIONS**

This ordinance text amendment is consistent with the Provo City General Plan and Bicycle Master Plan. It would provide residents, employees, customers, and the public, with secure and dependable places to park their bicycles, encouraging bicycling for transportation and decreasing car parking demand.

## **STAFF RECOMMENDATION**

That the Planning Commission recommend approval of the ordinance text amendment to section 14.37 to the City Council.

14.37.060 Parking Spaces Required.

14.37.065? Bicycle Parking Spaces Required.

Land Use Type	Long-term Requirement	Short-term Requirement
<b>Residential</b>		
Single Family Dwelling	No spaces required.	No spaces required.
<b>Multifamily Dwelling</b>		
a) With private garage for each unit	No spaces required.	0.05 spaces for each bedroom. Minimum is 2 spaces per project.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces per project.	0.05 spaces for each bedroom. Minimum is 2 spaces per project.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces per project.	0.05 spaces for each bedroom. Minimum is 2 spaces per project.
<b>Civic:</b>		
<b>Cultural/Recreational</b>		
Non-assembly cultural (library, government, etc.)	1 space for each 10 employees. Minimum is 2 spaces per project.	1 space for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.
Assembly (Church, theaters, stadiums, beaches, etc.)	1 space for each 20 employees. Minimum is 2 spaces per project.	Spaces for 2% of maximum expected daily attendance.
Parks	No spaces required.	0.5 spaces per acre. Minimum is 2 spaces per park.
Health care/hospitals	1 space for each 20 employees or one space for each 70,000 s.f. of floor area, whichever is greater. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Education</b>		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum is 2 spaces per project.	1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees. Minimum is 2 spaces per project.	1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.
c) Public parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.	1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.
d) Colleges and universities	1 space for each 10 employees plus 1 space for each 10 students of	1 space for each 10 students of planned capacity.

**Comment [AT1]:** Added at request of Thomas McKenna of Parks n Rec

	planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	Minimum is 2 spaces per project.
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of a.m. peak period daily ridership.
<b>Commercial Activity</b>		
<b>Retail</b>		
General food sales or groceries	1 space for each 12,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 2,000 s.f. of floor area. Minimum is 2 spaces per project.
General retail	1 space for each 12,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 5,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Office</b>	1 space for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Auto Related</b>		
Automotive sales, rental, and delivery, Automotive servicing, Automotive repair and cleaning	1 space for each 12,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
Off-street parking lots and garages available to the general public	1 space for each 20 automobile spaces. Minimum is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 20 auto spaces. Unattended surface parking lots excepted.
<b>Industrial/Manufacturing</b>		
Manufacturing and production	1 space for each 15,000 s.f. of floor area. Minimum is 2 spaces per project.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

**Comment [AT2]:** In TMAC, David Arnold questioned if that is enough. At 200 square feet per employee, that gives enough space for about 2% of employees to bike to work. US Census estimates 2-4% of Provo is biking to work. This could be a good base level and companies can add more over time if needed.

**14.37.050 (4) *Reduction in Off-street Parking Through Providing Increased Bicycle Parking Spaces***

<b>Land Use Type</b>	<b>Long-term Requirement</b>	<b>Short-term Requirement</b>
<b>Residential</b>		
Single Family Dwelling	No spaces required.	No spaces required.
<b>Multifamily Dwelling</b>		
a) With private garage for each unit	No spaces required.	0.10 spaces for each bedroom. Minimum is 2 spaces per project.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces per project.	0.10 spaces for each bedroom. Minimum is 2 spaces per project.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces per project.	0.10 spaces for each bedroom. Minimum is 2 spaces per project.
<b>Civic: Cultural/Recreational</b>		
Non-assembly cultural (library, government, etc.)	1.5 spaces for each 10 employees. Minimum is 2 spaces per project.	1 space for each 8,000 s.f. of floor area. Minimum is 2 spaces per project.
Assembly (Church, theaters, stadiums, parks, beaches, etc.)	1.5 space for each 20 employees. Minimum is 2 spaces per project.	Spaces for 5% of maximum expected daily attendance.
Health care/hospitals	1.5 spaces for each 20 employees or one space for each 70,000 s.f. of floor area, whichever is greater. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Education</b>		
a) Public, parochial, and private day-care centers for 15 or more children	1.5 spaces for each 20 employees. Minimum is 2 spaces per project.	1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1.5 spaces for each 10 employees. Minimum is 2 spaces per project.	1.5 spaces for each 20 students of planned capacity. Minimum is 2 spaces per project.
c) Public parochial, and elementary (4-6), junior high and high schools	1.5 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum is 2 spaces per project.	1.5 space for each 20 students of planned capacity. Minimum is 2 spaces per project.
d) Colleges and universities	1.5 spaces for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum is 2 spaces per project.
Rail/bus terminals and stations/airports	Spaces for 7% of projected a.m. peak period daily ridership.	Spaces for 2% of a.m. peak period daily ridership.

<b>Commercial Activity</b>		
<b>Retail</b>		
General food sales or groceries	1 space for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 2,000 s.f. of floor area. Minimum is 2 spaces per project.
General retail	1 space for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 5,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Office</b>	1.5 spaces for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
<b>Auto Related</b>		
Automotive sales, rental, and delivery, Automotive servicing, Automotive repair and cleaning	1 space for each 10,000 s.f. of floor area. Minimum is 2 spaces per project.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces per project.
Off-street parking lots and garages available to the general public	1 space for each 20 automobile spaces. Minimum is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 10 auto spaces. Unattended surface parking lots excepted.
<b>Industrial/Manufacturing</b>		
Manufacturing and production	1 space for each 12,000 s.f. of floor area. Minimum is 2 spaces per project.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

**14.37.105? Bicycle Parking Design Standards.**



All off-street bicycle parking facilities shall be built consistent with the following recommendations. Developers are encouraged to use the Association of Pedestrian and Bicycle Professionals' *Essentials of Bike Parking* guide for bike parking facility selection.

- (1) *Short-term Bicycle Parking*. Short-term bicycle parking serves trips less than two hours in length such as errands and quick activities. Short-term racks may be placed on sidewalks, in front of stores, or within parking structures in a manner that does not obstruct pedestrian movements or block doors. Short-term racks shall be placed no more than 50 feet from the main building entrance. Only the following racks shall be used for short-term parking: bike docks, inverted U racks, post and ring racks, stadium racks, and bike corrals. All racks shall be spaced a minimum of 36 inches away from any other fixed object (including other bike racks) to allow easy loading and unloading. Short-term racks should be weather-protected by siting racks under existing structures when possible. Short-term racks shall be secured to the ground by mounting them below the grade in concrete, or using either concrete spikes or concrete wedge anchors to mount them into existing concrete, asphalt, or pavers.

**Comment [AT3]:** Added by suggestion from Planning Commission

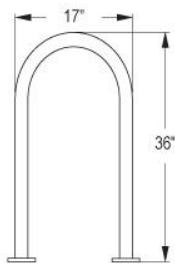


Figure 1, Inverted U-Rack

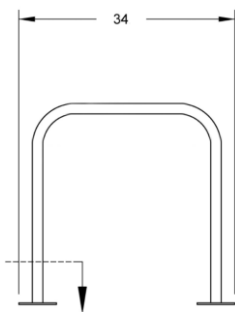


Figure 2, Bike Dock

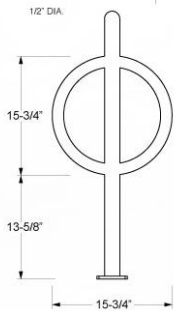


Figure 3, Post and Ring Rack

**TOLES**

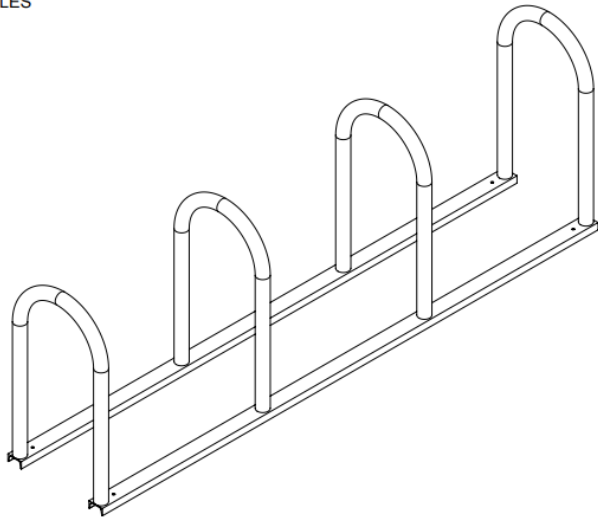


Figure 4, Bike Corral or Stadium Rack

(2) *Long-term Bicycle Parking.* Long-term bicycle parking provides bicycle storage for stays longer than two hours, all day for a work commuter, or even overnight. Long-term facilities shall protect the entire bicycle against theft and inclement weather, including snow and wind-driven rain. Only the following shall be counted as long-term bicycle parking: bike rooms, secured parking areas, or bicycle lockers. All racks shall be spaced a minimum of 36 inches away from any other fixed object (including other bike racks) to allow easy loading and unloading. All long-term parking facilities must be on the ground level of the building or inside a ramped garage. Users must not be expected to carry their bicycle over stairs to use the parking facility.

**Comment [AT4]:** Added by recommendation of TMAC