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Title: Ordinance amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Chapter 914, Parking and Loading Access, to provide for and to incentivize bicycle parking. (PUBLIC HEARING HELD MARCH 9, 2010)

Sponsors:

Indexes: PGH. CODE ORDINANCES TITLE 09 - ZONING

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Date	Ver.	Action By	Action	Result
3/29/2010	1	Mayor	Signed by the Mayor	
3/23/2010	1	City Council	Passed Finally	Pass
3/17/2010	1	Standing Committees	AFFIRMATIVELY RECOMMENDED	Pass
3/10/2010	1	Standing Committees	Held in Committee	Pass
12/16/2009	1	Committee on Land Use and Economic Development	Held for Cablecast Public Hearing	Pass
12/8/2009	1	City Council	Read and referred	

Presented by Mr. Burgess

Ordinance amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Chapter 914, Parking and Loading Access, to provide for and to incentivize bicycle parking.

Be it resolved by the Council of the City of Pittsburgh as follows:

Section 1. Amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Chapter 914.02.A, Table A, by adding the following:

Section 914.02.A Schedule A

Off-street parking spaces shall be provided in accordance with the minimum and maximum standards included in Parking Schedule A. In lieu of complying with the standards of Parking Schedule A, an applicant may request approval of an Alternative Access and Parking Plan, pursuant to Sec. 914.07. The Zoning Administrator may require an Alternative Access and Parking Plan to be submitted for uses allowed in residential district. The parking schedule in this section shall not apply to the Bicycle Parking Requirement of Section 914.05.D.

Section 2. Amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Chapter 914.04, Off-Street Parking Exemption/Reduction Areas, by adding the following:

Section 914.04 Off-Street Parking Exemption/Reduction Areas

The minimum off-street parking requirements of Sec. 914.02.A shall be decreased as shown in the following table for uses located in districts designated on the Official Zoning Map as "Parking Exempt Areas." Uses located in Parking Exempt Areas shall provide no more than the otherwise required minimum parking ratio established in Sec. 914.02.A.

Area	Use Type	Percent Decrease
SP Districts & PUD's	Any use	Parking Demand Analysis Required, see Sec. 914.02.B
Downtown	Any use	100
East Liberty	Any use except residential	50
North Shore	Any use except residential	25
North Side	Any use except residential	25
Oakland	Any use except residential	50

The parking reductions of this section shall not be applicable to the minimum Bicycle Parking requirements of Sec. 914.05.

Section 3. Amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Section 914.05 Bicycle Parking, by adding the following section:

Section 914.05. Bicycle Parking

To further the intent of this Chapter to allow flexibility and equity in addressing vehicle parking issues and to present a menu of parking allocation strategies, this section requires and incentivizes bicycle parking. This section seeks to facilitate the lessening of car-related congestion in the City by promoting bicycle commuting by requiring the provision of adequate and safe facilities for the storage of bicycles. Further, this section allows a reduction in required automobile parking spaces when bicycle parking is accommodated, creating a benefit for meeting the requirements of this Chapter.

914.05.A Special Definitions

- 1. Bicycle Parking Space** means a four (4) feet by six (6) feet space provided for locking up to two (2) bicycles to a City approved Bicycle Rack or a bicycle locker that can store up to two (2) bicycles per unit.
- 2. Bicycle Rack** means a stationary device with a base that can wedge anchors for surface mounting, provides steel tubing one (1) inch to four (4) inches thick, containing locking points between one (1) feet and three (3) feet off the ground and a gap near the bottom for pedal clearance, enabling one to lock a bicycle frame and one of the wheels with a standard U-Lock. Such a rack must be able to accommodate at least two (2)

bicycles upright by rack frame.

3. **Protected Bicycle Parking Spaces** are secure facilities which protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. This type of facility includes, but is not limited to bicycle lockers, check-in facilities, monitored bicycle parking, restricted access parking, and personal storage.
4. **Unprotected Bicycle Parking Spaces** are Bicycle Racks which permit the locking of the bicycle frame and one wheel to the rack and which support the bicycle in a stable position without damage to wheels, frame or components.
5. **Low Occupancy Facility** means a building or use with limited customer or non-employee contact and less than one (1) employee per every ten thousand (10,000) square feet of gross floor area.

914.05.B Locations and Facilities

1. Bicycle parking shall be provided in a well-lighted area.
2. Bicycle parking shall be at least as conveniently located as the most convenient automobile spaces, other than those spaces for persons with disabilities. Safe and convenient means of ingress and egress to bicycle parking facilities shall be provided. Safe and convenient shall include, but is not limited to stairways, elevators and escalators.
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.
4. Protected and Unprotected Bicycle Racks shall be located in highly visible areas to minimize theft and vandalism.
5. In cases of structured automobile parking, Protected Bicycle Parking Spaces shall be used.
6. Alternative Locations and facilities. In the event that compliance with Section 914.05.B or 914.05.C may not be feasible or ideal because of demonstrable hardship or due to a creative design alternative, the Zoning Administrator may approve an alternative storage location. The Zoning Administrator shall be guided by the following criteria:
 - a. Such alternative facilities shall be well-lighted and secure.
 - b. All Bicycle Parking Spaces outside of a building shall be located within a one hundred (100) foot diameter of the primary building entrance.
 - c. Bicycle Racks may be placed in the public right-of-way provided that the building owner attains an encroachment permit for the installation of racks in the public right-of-way from the Department of Public Works.

914.05.C Layout of Spaces

Bicycle Parking Spaces or alternative spaces approved by the Zoning Administrator shall be laid out according to the following:

1. All bicycle parking areas shall afford a four (4) foot wide access aisle to ensure safe access to spaces.
2. Bicycle parking and automobile parking shall be located so as to protect bicycles from damage.
3. In cases where Bicycle Parking Spaces are not visible from the primary street, signage shall be used to direct cyclists safely to bicycle parking areas.
4. All Bicycle Racks and lockers shall be securely anchored to the ground or building structure.
5. Bicycle Parking Spaces shall not interfere with pedestrian circulation and shall adhere to ADA requirements.
6. Bicycle parking shall be an integral part of the overall site layout and designed to minimize visual clutter.

914.05.D Bicycle Parking Requirement

Bicycle Parking Spaces shall be provided in accordance with the following tables:

1. For all Non-Residential uses except, Hotel/Motel, Commercial Parking, Parking Structure, and Low Occupancy Facilities (as defined in Section 914.05.A.5):

<i>Gross Floor Area</i>	<i>Required Minimum Number of Bicycle Parking Spaces</i>
<i>0 - 6,000 s.f.</i>	<i>0</i>
<i>6,001 - 20,000 s.f.</i>	<i>1</i>
<i>Over 20,000 s.f.</i>	<i>1 per every 10,000 s.f. or fraction thereof</i>

2. For Multi-Unit Residential:

<i>Number of Dwelling Units</i>	<i>Required Minimum Number of Bicycle Parking Spaces</i>
<i>Less than 12</i>	<i>0</i>
<i>12 or more</i>	<i>1 per every 3 dwelling units or a fraction thereof</i>

- (a) At least sixty (60) percent of all bicycle parking spaces provided must be Protected Bicycle Parking Spaces.

3. For Commercial Parking and Parking Structure uses:

<i>Number of Automobile Spaces</i>	<i>Required Minimum Number of Bicycle Parking Spaces</i>
<i>0-4</i>	<i>0</i>
<i>4-20</i>	<i>1</i>
<i>21-40</i>	<i>2</i>
<i>Over 40</i>	<i>1 per every 10 spaces or a fraction thereof</i>

4. For Low Occupancy Facilities and Hotel/Motel uses:

<i>Number of Employees</i>	<i>Required Minimum Number of Bicycle Parking Spaces</i>
<i>0-5</i>	<i>0</i>
<i>6-20</i>	<i>1</i>
<i>21-80</i>	<i>2</i>
<i>Over 80</i>	<i>1 per every 20 employees or a fraction thereof</i>

(a) To certify a building or use as a Low Occupancy Facility, the building owner or applicant shall attach to any zoning permit application, an affidavit attesting to the number of employees required for the use.

When calculating the minimum number of Protected and/or Unprotected parking spaces required results in a fractional number, a fraction of less than one-half (1/2) shall be disregarded and a fraction of one-half (1/2) or more shall be rounded to the next highest whole number.

914.05.E Off-Street Parking Reduction for Bicycle Parking

1. A reduction in the number of off-street parking spaces required by Section 914.02.A (excluding parking spaces for persons with disabilities) shall be permitted for the provision of bicycle parking provided that:
 - (a) No fee is required for using the bicycle parking made available;
 - (b) When calculation of the maximum number of reduced parking spaces results in a fraction, the resulting number shall be rounded to the next highest integer.
2. The reduction in the number of automobile parking spaces shall be reduced by no more than one (1) space for each Bicycle Parking Space, but by no more than thirty (30) percent of the total required spaces.
3. This provision can not be applied to Single-Unit Residential, Two-Unit Residential, Three-Unit Residential, Animal Care, Car Wash, Salvage Yard, Service Station, and Vehicle/Equipment Repair uses.

For unlisted uses and uses requiring Parking Demand Analysis (Section 914.02.B), bicycle parking shall be integrated into a comprehensive, multimodal transportation plan approach. The extent of required parking and incentive reductions for any mode of travel will reflect the planned, apparent or potential system connectivity opportunities of that area in relation to the City transportation network.