



Bicycle & Pedestrian Subcommittee
Of The Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Erin Yancey, Public Works Planning Manager

DATE: March 20, 2017

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday March 27, 2017

The Bicycle & Pedestrian Subcommittee will meet on Monday March 27th, 2017 at 6:00pm in City Council Chambers; 409 South Main St. Meetings are open to the public.

Welcome

Business

1. **Bike Parking** - ordinance/specification presentation – Raini Ott
2. **Paving Schedule**
3. **Updates:**
 - a. Bicycle and Pedestrian Plan
 - b. Garbers Church Road Shared Use Path
 - c. North End Greenway

Announcements

Adjourn

Next Meeting: May 22, 2017 6pm – City Council Chambers, 409 South Main St



City of Harrisonburg

Department of Planning and Community Development

409 South Main Street
Harrisonburg, Virginia 22801
540-432-7700

www.harrisonburgva.gov/community-development

Memorandum

To: Bicycle & Pedestrian Subcommittee
From: Thanh Dang, City Planner
CC: Raini Ott, Erin Yancey
RE: Bicycle Parking Regulations review at March 27, 2017 Bicycle & Pedestrian Subcommittee Meeting
Date: March 20, 2017

Enclosed are staff's proposed amendments to the City Zoning Ordinance and City Design & Construction Standards Manual (DCSM) in preparation for the March 27 Bicycle & Pedestrian Subcommittee meeting.

History

The City's DCSM, <https://www.harrisonburgva.gov/dcs>, underwent significant updates in 2009 and added Section 2.6.10, Bicycle Parking requirements to sites under development and redevelopment. Prior to 2009, bicycle parking was not required in the City.

DCSM Section 2.6.10 requires,

Developments with 15 or greater car parking spaces shall provide exterior parking for bicycles at a rate of one bicycle space per 25 car parking spaces, with a minimum of 4 bicycle spaces. Bicycle parking shall be in the form of a suitable bike rack(s), conveniently located, visible and anchored for security. Protection from the elements is encouraged. Rack design and layout shall be as recommended in the document "Bicycle Parking Guidelines" as adopted by the Association of Pedestrian and Bicycle Professionals (www.apbp.org). Rack location and type shall be specified on the project site plan.

Explanation of Proposed Amendments

Staff proposes amendments to the Zoning Ordinance and DCSM to address the following matters:

1. The DCSM enforces requirements only for development and redevelopment projects. Once a project has completed construction and construction bonds have been released, the City presently has no tool in place to ensure that bicycle parking remains in place in perpetuity. Staff proposes the attached Zoning Ordinance amendments to address this matter. By adding Bicycle Parking Regulations to the Zoning Ordinance, if property owners were to remove bicycle parking spaces from their site, they would be in violation of the Zoning Ordinance and staff could take enforcement action. Furthermore, the proposed amendments would require bicycle parking to be installed when the use on a property changes.
2. With the addition of Bicycle Parking Regulations to the Zoning Ordinance, staff proposes amendments to DCSM Section 2.6.10 as shown in the attached.
3. The “Bicycle Parking Guidelines” by the Association of Pedestrian and Bicycle Professionals (APBP) is available only for purchase and many engineering firms do not have access to this document. Staff has developed “Bicycle Parking Details (Typ.)” to be added to the DCSM to provide engineers and developers with the guidance needed to design and install bicycle parking. This is added similarly to DCSM Section 2.6.8 and DWG No. 2.6.8 which are provided as reference to Zoning Ordinance Section 10-3-30.1, Parking Lot Landscaping Regulations.
4. Within the City of Harrisonburg, the B-1, Central Business District is the only zoning district in which off-street (vehicular) parking is not required. This is described in Section 10-3-87 (a), https://www.municode.com/library/va/harrisonburg/codes/code_of_ordinances?nodeId=PTIITHCOGEOR_TIT10PLDE_CH3ZO_ARTPCEBUDI_S10-3-87OTRE. The B-1 district is generally referred to as “downtown.” In addition to having no parking requirements, the B-1 district also has zero (0) setback requirements. This allows property owners to construct their buildings up to the property line. Given the uniqueness of the downtown area in terms of design and context of the building placement and public sidewalks, and that requests for locating bicycle racks on public sidewalks can be evaluated by and installed by the Department of Public Works, staff recommends not requiring private property owners to provide short-term, publicly accessible bicycle parking in the B-1 district. However, staff does propose amendments to Zoning Ordinance Section 10-3-87 to require that if bicycle parking is provided by private property owners in the B-1 district, then such parking shall comply with design standards described in Section 10-3-51, Bicycle parking regulations.
5. Through the DCSM, the City currently requires the same ratio of bicycle parking spaces regardless of use on the site. The APBP recommends that bicycle parking policies and codes specify the number of bicycle spaces by land use. Using the APBP “Bicycle Parking Guidelines” and documents adopted by the City of Charlottesville, Fairfax County, and Arlington County, staff has proposed different parking ratios for different land uses.

Anticipated Schedule

Staff anticipates the following schedule for adoption of amendments to the Zoning Ordinance and DCSM:

- March 27 – Bicycle & Pedestrian Subcommittee considers proposed amendments
- April 3 – Final comments received from the Bicycle & Pedestrian Subcommittee; send comments to Erin Yancey
- April 7 – Documents submitted to the Department of Planning & Community Development for inclusion on the May 10, 2017 Planning Commission agenda
- May 10 – Planning Commission considers recommendation to City Council
- June 13 – City Council considers adopting amendments (first reading)
- June 27 – City Council adopts amendments (second reading, consent agenda)

Resources

The following resources were used in the development of the proposed amendments:

- Bicycle Parking Guidelines, 2nd Edition (2010) by the Association of Pedestrian and Bicycle Professionals, <http://www.apbp.org/?page=publications>
- Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015) by the Association of Pedestrian and Bicycle Professionals, <http://www.apbp.org/?page=publications>
- Charlottesville City Code Section 34-882, Bicycle parking requirements for WME and WMQ zoning districts, https://www.municode.com/library/va/charlottesville/codes/code_of_ordinances?nodeId=CO_CH34ZO_ARTVIIIIMREDE_DIV3OREPALO_S34-882BIPAREWMWMZODI
- Fairfax County Bicycle Parking Guidelines, http://www.fairfaxcounty.gov/fcdot/pdf/bike/fcdot_bicycle_parking_guidelines_final.pdf
- Arlington County Bicycle Parking Standards, http://www.commuterpage.com/tasks/sites/cp/assets/File/Arl_Bike_Parking_Standards_2016.pdf
- Arlington County Construction Specifications, Construction Standards Manual, Detail R-8.0, <https://topics.arlingtonva.us/building/construction-standards-specifications/>

ARTICLE G. - OFF-STREET PARKING

Sec. 10-3-25.1. - Bicycle parking regulations.

This section is applicable to all uses other than single-family detached and duplex dwelling units.

(1) Location requirements:

- a. Bicycle Parking shall be located within fifty (50) feet of a main entrance in a highly visible area on a dust-free surface with a slope no greater than three (3) percent. Surfaces shall not be gravel, landscape stone, or wood chips.
- b. Bicycle parking spaces shall be a minimum of three (3) feet from all vertical surfaces such as, but not limited to, walls, fences, and curbs.
- c. Bicycle racks shall be placed such that each bicycle parking space must be accessible without moving another bicycle, and its placement shall not result in a bicycle obstructing a walkway or drive aisle.
- d. Bicycle parking shall neither encroach on accessible paths nor interfere with the adequate sight distance standards as specified within the Design and Construction Standards Manual.

(2) Spatial and structural requirements:

- a. Bicycle parking spaces shall be a minimum of two (2) feet by six (6) feet and provide a bicycle rack.
- b. Bicycle racks shall be spaced a minimum of thirty-six (36) inches apart and accommodate cable locks and “U” locks, permit the locking of a bicycle frame and one (1) wheel to the rack, and support a bicycle in a stable position.
- c. Reference the Design and Construction Standards Manual Bicycle Parking Detail drawings 2.6.10 for visual aids of the applied regulations.

(3) Short term bicycle parking space requirements by use:

Use	Short Term Parking Requirement
Townhouses and multifamily dwellings	1 space/6 dwelling units or 4 spaces minimum, whichever is greater
Hotels and similar transient housing	4 spaces minimum
Hospitals, nursing homes, and similar care facilities	1 space/20,000 square feet of gross floor area or 4 spaces minimum, whichever is greater
Public assembly uses such as houses of worship and auditoriums	5% of maximum expected attendance at one time or 4 spaces minimum, whichever is greater

Non-assembly uses such as community centers, private clubs, and libraries	1 space/10,000 square feet of gross floor area or 4 spaces minimum, whichever is greater
Educational	4 spaces minimum or as approved by Planning Commission
Restaurant	1 space/10,000 square feet of gross floor area or 4 spaces minimum, whichever is greater
Offices and financial institutions	1 space/20,000 square feet of gross floor area or 4 spaces minimum, whichever is greater
General retail	1 space/10,000 square feet of gross floor area or 4 spaces minimum, whichever is greater
Industrial uses such as manufacturing, warehousing, auto service, and animal kennel	2 spaces minimum

ARTICLE P. - B-1 CENTRAL BUSINESS DISTRICT

Sec. 10-3-87. - Other regulations.

- (a) There are no minimum off-street parking or bicycle parking requirements for uses in this district; provided, however, that when off-street parking or bicycle parking is offered, such parking shall comply with the design standards under article G. In addition, loading and unloading facilities for all new buildings or additions shall comply with the design standards under article G.

Design & Construction Standards Manual

Section 2.10.10

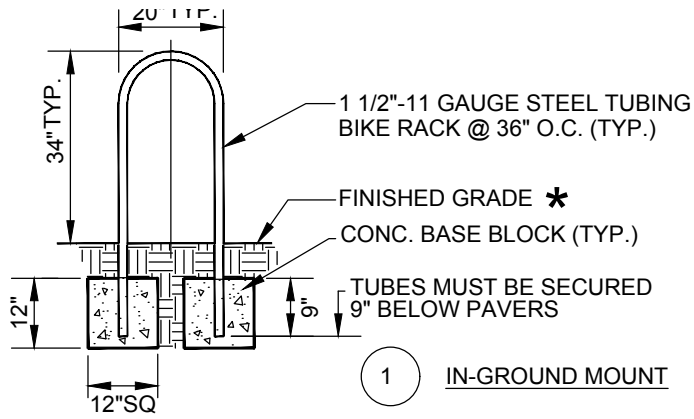
~~Developments with 15 or greater car parking spaces shall provide exterior parking for bicycles at a rate of one bicycle space per 25 car parking spaces, with a minimum of 4 bicycle spaces. Bicycle parking shall be in the form of a suitable bike rack(s), conveniently located, visible and anchored for security. Protection from the elements is encouraged. Rack design and layout shall be as recommended in the document "Bicycle Parking Guidelines" as adopted by the Association~~

~~of Pedestrian and Bicycle Professionals (www.apbp.org). Rack location and type shall be specified on the project site plan.~~

Plans shall include bicycle parking details to address zoning requirements. Such details shall include the location, design, and spacing of bicycle parking on site.

[Add also DWG No. 2.6.10.]

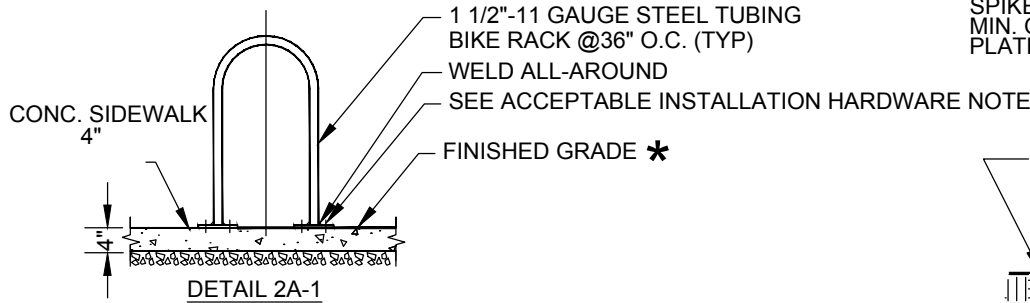
DRAFT



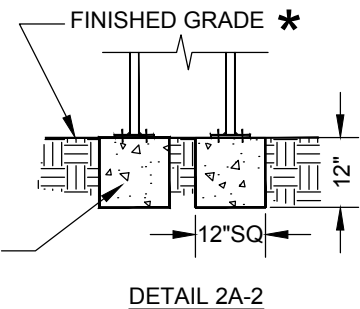
- * FINISHED GRADE FOR ALL DETAILS SHALL BE:
- INTERLOCKING CONC. OR BRICK PAVERS, OR
 - 4" CONC. SIDEWALK, OR
 - FINISHED GRAVEL, OR
 - UNPAVED GRADE/GRASS STRIP

ACCEPTABLE INSTALLATION HARDWARE

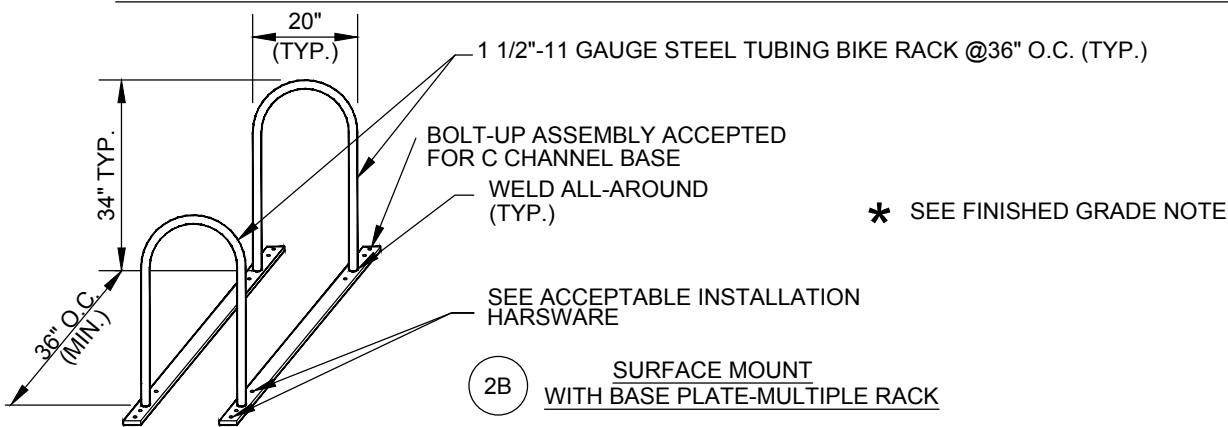
CONCRETE: WEDGE ANCHOR BOLT OR TAMPER-PROOF STUD ANCHOR (RAWL OR APPROVED EQUAL)
 ASPHALT PAVEMENT: LANDSCAPE NAILS (6"-12" LONG SPIKES, TYPICALLY 1/4" TO 3/8" IN MIN. OF 2 STUDS PER MOUNTING PLATES)



CONC. BASE BLOCK (TYP.)



DETAIL 2A-2



- NOTES:
- ALL RACKS & BASE PLATES SHALL BE HOT-DIP GALVANIZED, THERMOPLASTIC, OR STAINLESS STEEL FINISH
 - PARKING PAD 8' X 7' TYP. FOR TWO RACKS AND ADDITIONAL 3' WIDTH FOR EACH ADDITIONAL RACK.
 - BICYCLE PARKING SHALL NOT ENCROACH ON ACCESSIBLE PATHS.
 - BICYCLE RACK DESIGN AND LAYOUT SHALL BE AS RECOMMENDED BY THE "BICYCLE PARKING GUIDELINES" AS ADOPTED BY THE ASSOCIATION OF PEDESTRIAN AND BICYCLE PROFESSIONALS (WWW.APBP.ORG.) OTHER RACK STYLES MEETING THESE GUIDELINES ARE ACCEPTABLE.

REVISIONS

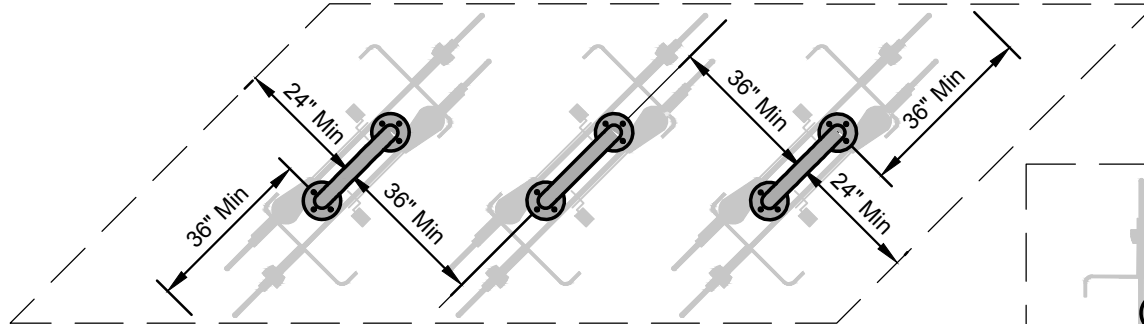
NO.	DATE	DESCRIPTION	INIT.

**BICYCLE PARKING
 DETAIL (TYP.)**

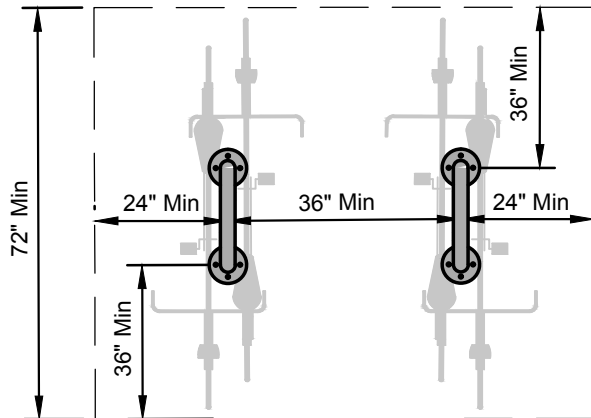
DWG. NO.

2.6.10

PAGE

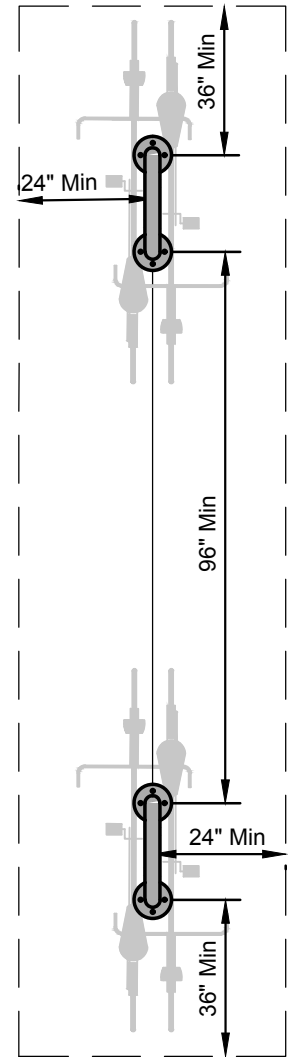


ANGLED



SIDE-BY-SIDE

NOTE: ADEQUATE AREA TO MANEUVER BICYCLES TO ACCESS BICYCLE PARKING SPACES REQUIRED



END-TO-END

REVISIONS

NO.	DATE	DESCRIPTION	INIT.

**BICYCLE PARKING
DETAIL (TYP.)**

DWG. NO.

2.6.10

PAGE