



CITY of NOVI CITY COUNCIL

Agenda Item 1
July 22, 2013

SUBJECT: Approval of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. **SECOND READING**

SUBMITTING DEPARTMENT: Department of Community Development, Planning Division *Bees*

CITY MANAGER APPROVAL: 

BACKGROUND INFORMATION:

The City Council approved the First Reading of the proposed Bicycle Parking Ordinance amendment at the July 8th City Council meeting, subject to a number of comments and requests for modification at the time of the Second Reading. Please see attached draft minutes from the meeting.

Community Development staff and the City Attorney's office worked together to modify the ordinance as discussed on July 8th, and as detailed in the memo from the City Attorney's office dated July 11, 2013. The attached strike-through version contains the proposed changes, with a summary of changes from the First Reading provided below:

Covered Bicycle Parking

- Remove covered parking requirement for multiple-family units in the Table on page 2 (to make it consistent with the other uses in the table: a number assigned based on the use described without reference to covered vs. uncovered bike parking spaces). The reference for covered parking will remain in subsection 5.
- Significantly increase the number of spaces that must be provided before covered bike parking spaces are required (change from 10 bike parking spaces to 20 bike parking spaces required before any covered bike parking is required). As an example, a 40,000 square foot general office building (similar in size to the Caring Nurses building on Thirteen Mile Road) that is required to provide 180 automobile parking spaces will be required to provide 9 bicycle parking spaces; under the ordinance at second reading, none of those spaces would be required to be covered bike parking spaces (since fewer than 20 bike parking spaces are required).
- Reduce the number of covered bike parking spaces from 50% to 25% of the bike parking spaces required. For example, a 115,000 square foot general office building (similar in size to the ITC Headquarters) that is required to provide 402 automobile parking spaces, would be required to provided 20 bicycle parking spaces; under the ordinance at second reading, a total of 5 of those would be required to be covered parking spaces (25% of the total provided). In this example, the covered bike parking spaces could be under a building overhang, in a parking garage, under a canopy, in the building itself, or in more-secure bike lockers).

- Provide the ability to modify or waive the covered parking requirement, in Section 6.e of the ordinance.

Bike Parking Deferrals

- The ordinance has been modified to remove the requirement that at least 2 bike parking spaces be required to be provided (at a minimum), even when the remaining bike parking spaces are permitted to be deferred to a later time.

Waiver Provisions

- A new Section 8 is proposed allowing the Planning Commission (or the administration, for an administrative site plan approval) to waive the requirements to provide a bike parking facility. Standards are provided for the consideration of such waivers. This section states that retail and service uses that deal directly with customers, residential housing uses, and other uses that are generally open to the public, are not eligible for a waiver (although the bike parking facility would remain eligible for deferral/land banking under Section 3 and modifications/waivers for certain aspects of the bike parking facility, including covered parking, under Section 6.e).

The City Council is asked to consider the proposed ordinance amendments for approval of a Second Reading.

RECOMMENDED ACTION: APPROVAL OF SECOND READING of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards.

	1	2	Y	N
Mayor Gatt				
Mayor Pro Tem Staudt				
Council Member Casey				
Council Member Fischer				

	1	2	Y	N
Council Member Margolis				
Council Member Mutch				
Council Member Wrobel				

**DRAFT EXCERPT FROM
CITY COUNCIL MINUTES
JULY 8, 2013**

**DRAFT EXCERPT FROM
REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, JULY 8, 2013 AT 7:00 P.M.
COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 W. TEN MILE ROAD**

Mayor Gatt called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Gatt, Mayor Pro Tem Staudt, Council Members Casey, Fischer, Margolis (absent, excused), Mutch, Wrobel

1. Approval of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. **FIRST READING**

City Manager Pearson said it was a good time to have provisions for new developments to provide some modest bicycle parking. He thought it allows flexibility of options and offsets.

Mayor Gatt supported it except for the private facilities. He felt it was an imposition on business owners. He thinks it is an infringement on their rights. He agreed with the requirement if a business is open to the public.

Member Wrobel said he could support it except for the covered parking for bicycles. It doesn't give much value once the bike is ridden in inclement weather.

Mayor Pro Tem Staudt agrees with the previous speaker regarding covered parking. He thought covered parking would be a decision by the developer as an amenity for their customers. He likes the land-banking provision which allows for a situation where having a bike rack is not applicable. It can be requested to be deferred or completely ignored. He thought there was adequate coverage in those situations. He feels this is a great message for our community. If someone wishes to ride a bike, we will provide a safe haven for their bike. Having a secure area where they can lock their bike is a good idea. He would like to see modifications to the covered bicycle areas before the Second Reading.

Member Mutch thinks this version is reasonable as to the kinds of uses that it applies to. They focused on places where they are needed. He understood the concerns of the covered parking because it raises the potential of additional costs. In looking through the ordinance requirements, the covered parking application is limited. He would like to hear from staff if they are going to modify that section. It would come into play on the majority of projects that would come forward to the City. It would apply to public and private schools, multi-family residents, and shopping centers. He asked staff to see how it would be applied. He cited Novi Public Library as a good example of how bikes are under an overhang. It was part of the building feature. He thought with good

design and forethought developers in the City could accomplish the same thing. The overall ordinance, he agreed with what Mayor Pro Tem Staudt had mentioned about the direction we are going with this ordinance. We are seeing more people taking advantage of the improvements we have made in our bike system. He is open to addressing some of the concerns but thought with more information some minor modifications can be made without undoing the intent of the ordinance.

Member Fischer agrees the covered parking issue was an unnecessary business expense. He liked the idea of including it as part of the building. He thinks there are creative ways. He will be very anxious to see what staff comes back with on the covered parking. The more we push people to have stand-alone covered parking, the more he would be inclined not to support it. The packet multiplies the cost by ten or so. He agreed with the Mayor. He asked what guidance would Council or the Planning Commission have to grant a variance to not have a bicycle area outside of the land-banking option. City Attorney Schultz said on page 6 of 8, there is a catch all provision which allows a written request by the applicant who is seeking site plan approval for a waiver for a modification of the layout. They have to provide an alternative and show that it will adequately serve the needs of the public. For most of the buildings, this is part of the ordinance and sounds as though there is an avenue at the Zoning Board of Appeals on giving a non-use variance. Member Fischer said it is a provision that concerns him. He doesn't see where there will be that many employees going to a business office on a bike with a suit on. He wanted more information before the Second Reading on the different ways that waivers and variances could be granted to certain businesses. The land-banking provision is excellent. It is another alternative that the City can exercise. He can support the First Reading and thinks it is great the City is going in this direction.

Member Casey thanked staff for putting this ordinance together. She thinks it will help meet the needs of many of the residents who bike. She will await feedback on the covered parking and further insight on the section 6 referenced by the City Attorney.

Mayor Pro Tem Staudt asked about the land-banking versus the Zoning Board of Appeals (ZBA). He asked where the land-banking decision would be made. City Attorney Schultz said the decision would be made by the Planning Commission, but would still require at least two spots. It would not be a complete deferral and they would still have to provide something. Mayor Pro Tem Staudt clarified that the other method would force them to go to the Zoning Board of Appeals. Personally, to approve this, he would like to see a little more latitude at the Planning Commission. He doesn't want to send someone to the Zoning Board of Appeals on this kind of an issue. This could be hashed out at the Planning Commission level much easier with a friendlier environment. He would like more thought on the decision if a business needs this requirement before the Second Reading.

Member Mutch asked Mayor Pro Tem Staudt his thought on the land-banking provision to allow a waiver or complete deferral up to a point to where it may be triggered. Was he looking for flexibility in deferral provision or for an additional provision with it? Mayor Pro Tem Staudt said he would like, at the Planning Commission level, a complete

deferral. He really thinks the developers will see this as an amenity that is something that we want done. He didn't think it will be a big issue.

Member Mutch said he didn't have a problem with Mayor Pro Tem Staudt's suggestion if that was the kind of flexibility that Council members are looking for. He would be comfortable if the latitude was increased with a complete deferral.

CM-13-07-100 Moved by Wrobel, seconded by Casey; CARRIED UNANIMOUSLY:

To approve Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. FIRST READING

Mayor Gatt said that based on some of the comments, he now supports this First Reading but with changes to be proposed, such as, a Planning Commission waiver.


Roll call vote on CM-13-07-100

**Yeas: Mutch, Wrobel, Gatt, Staudt, Casey,
Fischer**

Nays: None

**MEMO FROM
CITY ATTORNEY'S OFFICE
JULY 11, 2013**

MEMORANDUM

TO: Victor Cardenas, Assistant City Manager
FROM: Thomas R. Schultz, Esq. 
RE: Bike Parking Facility Ordinance
DATE: July 11, 2013

Mayor and Council:

Follow-up and revisions to the proposed bike parking ordinance per the recommendations received at the July 8th City Council meeting.
Victor

Attached is a revised ordinance that attempts to incorporate the comments of various City Council members from first reading. The comments had generally to do with the requirement for covered spaces being potentially onerous and also the concern that the provisions for either deferral/land banking or for waiver were too stringent, which might require some applicants seeking complete relief from the requirement to have to go to the Zoning Board of Appeals in order to seek relief.

The changes (1) remove the reference to covered parking requirements for multiple-family units in the Bicycle Parking Space Requirement Table on page 2 [the requirement for the parking itself will remain in subsection 5]; (2) significantly increase the number of spaces that must be provided before the covered spaces are required (from 10 up to 20); (3) reduce the number of spaces that must be required from 50% to 25%; and (4) adds the ability to waive the covered parking entirely.

With regard to deferrals under the land banking provision, the requirement that there be at least two spaces at any location has been removed.

Finally, a new Section 8, relating to waivers generally, has been added at the end of the ordinance. It allows the Planning Commission (or the administration, for an administrative site plan approval) to waive the requirements to provide a bike parking facility. It includes some standards, but also states that retail and service uses that deal directly with customers, residential housing uses, and others that are open to the public generally, are not eligible for a waiver (though they would remain eligible for a deferral/land banking).

We look forward to discussing the proposed changes at the next Council meeting. If there are additional comments before then, we would be happy to hear those as well.

TRS:jah
Attachment

cc: Maryanne Cornelius, City Clerk
Charles Boulard, Community Development Director
Barb McBeth, Deputy Community Development Director

**STRIKE-THROUGH
ORDINANCE
SECOND READING**

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF NOVI

ORDINANCE NO. 13- 18 – 262

AN ORDINANCE TO AMEND ORDINANCE NO. 97-18 AS AMENDED, THE CITY OF NOVI ZONING ORDINANCE, AMENDING ARTICLE 25, GENERAL PROVISIONS, ADD NEW SECTION 2526, TO PROVIDE BICYCLE PARKING REQUIREMENTS AND TO PROVIDE BICYCLE PARKING AREA LAYOUT STANDARDS.

THE CITY OF NOVI ORDAINS:

Part 1. That Ordinance No. 97-18, the City of Novi Zoning Ordinance, as amended, Article 25, General Provisions, is hereby amended to add a new Section 2526 to read as follows:

Sec. 2526. - Bicycle Parking Facility Requirements.

The bicycle parking requirements of this section are intended to facilitate the use of bicycles as a means of transportation in the City of Novi consistent with the City of Novi Non-Motorized Master Plan, by requiring bicycle parking facilities to be provided for certain uses as specified in this section.

1. As used in this section, the following terms have the meanings indicated.
 - a. Bicycle Parking Space. An area meeting the parking space depth and width requirements in subsection 6 immediately adjacent to a bicycle rack that allows for the parking and locking of a bicycle to the rack in a secure manner.
 - b. Bicycle Parking Facility. An area of bicycle parking spaces and related maneuvering lane(s).
 - c. Covered Bicycle Parking Space. A bicycle parking space that is located under a roof, or an overhang or awning adjacent to a wall, or that is located entirely within a building.
 - d. Maneuvering lane. A four (4) feet wide area adjacent to bicycle parking spaces for maneuvering bicycles into a bicycle parking space.
 - e. Public Bicycle Route. A signed bicycle route, a bicycle lane on a public street, a pathway designed to accommodate bicycles, or in the absence of any of those, the closest public street adjacent to a use that may be lawfully used by a bicyclist travelling to or from that use.

2. Bicycle Parking Facilities General Requirements

At the time of erection of any new principal building or new parking lot, the enlargement of any principal building by ten percent (10%) or more of the existing gross floor area, or the enlargement of any automobile parking lot by ten percent (10%) or more of the number of existing parking spaces, a bicycle parking facility shall be required and be provided for as part of site plan review under section 2516 in accordance with the following requirements:

- a. Provide the minimum number of bicycle parking spaces by type of use as determined in accordance with the following Bicycle Parking Space Requirement Table. For those uses not specifically mentioned, the requirements for bicycle parking spaces shall be in accord with a use which the approving body considers is similar in type. When the number of required bicycle parking spaces results in a fractional space, any fraction up to and including one-half (1/2) shall be disregarded and fractions over one-half (1/2) shall require one (1) bicycle parking space.

Bicycle Parking Space Requirement Table.

Land Use	Minimum Number of Bicycle Parking Spaces
Auto wash (self-service or coin-operated), essential services, one-family residential, two-family residential, mobile home sites, shared elderly housing, and accessory buildings that do not add to the automobile parking requirements	None
Multiple-family residential, and housing for elderly (except shared elderly housing)	One (1) covered bicycle parking space for each five (5) dwelling units four (4) covered spaces minimum
K-12 public and private schools	Three (3) spaces per classroom, ten (10) spaces minimum
Retail (except as listed elsewhere in table), personal services, laundromats, restaurants (except fast food), microbreweries, brewpubs, billiard parlors, banks, business offices,	Five percent (5%) of required automobile spaces, minimum two (2) spaces

Land Use	Minimum Number of Bicycle Parking Spaces
industrial, research and development, and warehouses	
Shopping centers, places of assembly (theaters, auditoriums, stadiums, arenas), indoor or outdoor recreation facilities (unless specifically listed), colleges and business schools, and places of worship	Five percent (5%) of required automobile spaces, minimum eight (8) spaces
Community centers, libraries, museums, public swimming pools, private recreation facilities accessory to a residential development, and public parks	Ten percent (10%) of required or provided automobile parking spaces, minimum eight (8) spaces
Pet boarding, mini warehouse, mortuary, fueling station, nursery, greenhouse, day care centers, automatic car wash, recreational or motor vehicle sales, recreational or motor vehicle service centers, motels, furniture stores, appliance stores, household equipment repair shops, and showrooms of a plumber, decorator, electrician, or similar trade	Two (2) spaces
Warehouse, lumber and building material stores with over 75,000 square feet, golf courses, private clubs, banquet halls, conference centers, exposition facilities, fast food restaurants, and hotels	Four (4) spaces
Medical offices, hospitals, congregate elderly housing, assisted living convalescent care, and nursing homes	One (1) space for each 20 employees on the maximum shift, minimum two (2) spaces

b. Off-street bicycle parking facilities may be located in any yard subject to meeting the parking setback requirements of Section 2400, the

Schedule of Regulations, including the pertaining footnotes. The site plan approval may allow bicycle parking facilities in the required front yard parking setback when the location is between a public bicycle route and the principal building, and no waiver of any landscape requirement in Section 2509 will be required.

- c. Bicycle parking facilities shall be located on the parcel that the bicycle parking serves, and if all non-zoning ordinance City permits and approvals are obtained, may be approved within the road right-of-way adjacent to the principal building(s) in a location that would be similar to the location of street trees, street furniture or pedestrian amenities, and located so pedestrian and bicycle travel on non-motorized facilities in the road right-of-way would not be compromised.
- d. Bicycle parking facilities shall be located along the principal building entrance approach line and be clearly visible and easily accessible from the approach and building entrance being served.
- e. Bicycle parking facilities shall be no greater than 120 feet from the entrance being served or the nearest automobile parking space to that entrance.
- f. When four (4) or more bicycle parking spaces are required for a building with multiple public entrances served by automobile parking, the site plan approval may require the spaces in increments of two (2) to be provided in multiple bicycle parking facilities to serve more than one (1) of those entrances.
- g. Minimum required bicycle parking spaces shall not be replaced by any other use unless and until equal facilities are provided elsewhere.

3. Deferrals/Landbanking.

Upon the written request and satisfactory showing by the applicant that complying with the bicycle parking requirements in this section is not necessary to serve actual bicycle parking needs for the proposed use, or in the case of covered spaces, is not practical, the Planning Commission or administrative site plan approval for the activity requiring the provision of bicycle parking spaces may allow deferral of actual installation of some or all of the required bicycle parking facility by including on the site plan an area designated as landbanked bicycle parking facilities(s) for future construction in accordance with the

requirements at the time of site plan approval, subject to the following requirements:

~~a. Deferral of actual construction by landbanking shall only be allowed for the number of required spaces in excess of two (2).~~

~~b.g.~~ An area approved for landbanked bicycle parking facilities shall be maintained in compliance with the approved site plan and may not be used for any other purposes.

~~b.b.~~ Upon any change in use or occupancy of a site where a landbanked bicycle parking facility has been approved, and no more than once per year, the Community Development Department may conduct a review to determine if installation of a landbanked bicycle parking facility is necessary to serve actual bicycle parking needs at the site. Upon determining such a necessity, the Department shall notify the property owner of the determination and basis for it, and of a time within which the installation is to be completed.

~~b.c.~~ A property owner may install some or all of a landbanked bicycle parking facility at any time after providing written notice to the Community Development Department and obtaining all required permits.

4. Automobile Parking Space Reduction Bonus.

When the required number of automobile parking spaces exceeds twenty (20) spaces, the number of required automobile parking spaces may be reduced by one (1) space for every ten (10) uncovered bicycle parking spaces provided and by one (1) space for every five (5) covered bicycle parking spaces provided, up to a maximum of ten percent (10%) of the required automobile parking spaces.

5. Covered Bicycle Parking Space Requirement.

~~Unless waived or modified as provided in subsection 6e, when the required number of 20 or more bicycle parking spaces are required exceeds ten (ten) parking spaces, fiftytwenty five percent (250%) of the bicycle parking spaces shall be covered bicycle parking spaces.~~

6. Bicycle Parking Facility Layout, Location and Design Standards.

Bicycle parking area(s) shall be laid out, constructed and maintained in accordance with the following standards and regulations:

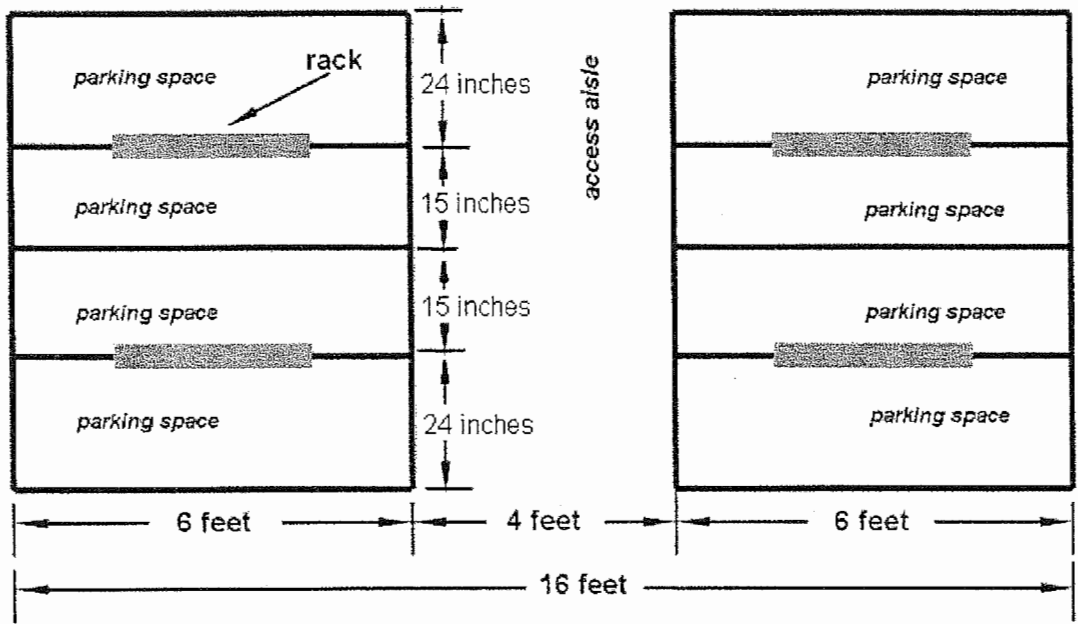
- a. Plans for the layout of bicycle parking facilities shall be in accord with the following minimum requirements:

<u>Bicycle Parking</u>	<u>Maneuvering Lane Width</u>	<u>Parking Space depth</u>	<u>Parking Space width</u>	<u>Total Width Of One Tier Of Spaces Plus Maneuvering Lane</u>	<u>Total Width Of Two Tiers Of Spaces Plus Maneuvering Lane</u>
<u>0° (parallel) to 90°</u>	<u>Four (4) feet</u>	<u>Two (2) feet single 2.5 feet double</u>	<u>Six (6) feet</u>	<u>Ten (10) feet</u>	<u>Sixteen (16) feet</u>

- b. All bicycle parking spaces shall be paved and adjacent to a bicycle rack of the inverted "U" design, that is solid, cannot be easily removed with common tools, provides at least two contact points for a bicycle, is at least three (3) feet in height, and permits the locking of a bicycle through the frame and one wheel with a standard U-Lock or cable in an upright position. The rack shall be securely anchored in concrete or asphalt. Alternative installations and designs may be considered if the proposed rack design functions similar to the inverted "U" design.
- c. All bicycle parking facilities shall be accessible from adjacent street(s) and pathway(s) via a paved route that has a minimum width of six (6) feet.
- d. All bicycle parking facilities shall be separated from automobile parking spaces and access aisles by a raised curb, landscape area, sidewalk, or other method that complies with all city ordinances.
- e. Upon the written request of an applicant, the Planning Commission or administrative site plan approval for an activity requiring the provision of bicycle parking spaces may ~~allow a waiver or modification of the bicycle parking facility layout, location, and design requirements in this subsection 6, covered bicycle parking space requirements in subsection 5, and/or the landscaping requirements in Section 2509,~~ upon a satisfactory showing by the applicant ~~that of a practical difficulty with complying with the requirement an alternative layout, location and design is necessary due to site constraints or other factors, and that the applicant's proposed plan and will adequately serve the needs of the site to service and the bicycling public.~~

7. Bicycle Parking Lot Layout Illustration.

Bicycle Parking Layout Illustration



8. Waivers.

- a. Subject to and as provided in this subsection 8, the Planning Commission or administrative site plan approval may waive the requirement to provide a bicycle parking facility.
- b. Retail and service uses dealing directly with customers, residential housing uses, and other uses that are open to and regularly visited by the general public are not eligible for a waiver of the requirement to provide a bicycle parking facility but are eligible for landbanking deferral under subsection 3.
- c. Waivers may be granted on the written request and satisfactory showing by the site plan applicant that a bicycle parking facility is not necessary to serve actual bicycle parking needs of employees and customers, or is inconsistent with the use for which site plan approval is required.

d. A waiver shall be limited to the use disclosed and for which site plan approval was requested and granted, but may be requested, approved and continued for a new use as part of a change of use site plan review and approval upon the same showing as required in subsection 8c.

e. A waiver shall be limited to the building or parking lot erection or enlargement for which is was granted, shall not be binding on or apply to a future building or parking lot erection or enlargement for which a bicycle parking facility is required by subsection 2, but may be requested and approved for continuation as provided in this subsection 8.

PART II.

Severability. Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

PART III.

Savings Clause. The amendment of the Novi Code of Ordinances set forth in this Ordinance does not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendment of the Novi Code of Ordinances set forth in this Ordinance.

PART IV.

Repealer. All other Ordinance or parts of Ordinance in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

PART V.

Effective Date: Publication. Public hearing having been held hereon pursuant to the provisions of Section 103 of Act 110 of the Public Acts of 2006, as amended, the provisions of this Ordinance shall be published within fifteen (15) days of its adoption by publication of a brief notice in a newspaper circulated in the City of Novi stating the date of enactment and effective date, a brief statement as to its regulatory effect and that a complete copy of the Ordinance is available for public purchase, use and inspection at the office of the City Clerk during the hours of 8:00 A.M. to 5:00 P.M., Local Time. The provisions of this Ordinance shall become effective seven (7) days after its publication.

MADE, PASSED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF NOVI,
OAKLAND COUNTY, MICHIGAN, ON THE ___ DAY OF _____, 2013.

Robert J. GATT, MAYOR

MARYANNE CORNELIUS, CITY CLERK

Ayes:
Nays:
Abstentions:
Absent:

OFF-WEEK PACKET
EXCERPT
JUNE 27, 2013



MEMORANDUM

TO: CLAY PEARSON, CITY MANAGER
THROUGH: BARBARA MCBETH, DEPUTY DIRECTOR COMMUNITY DEVELOPMENT
FROM: MARK SPENCER, AICP, PLANNER
SUBJECT: BICYCLE PARKING ORDINANCE
DATE: JUNE 26, 2013

6/27/13
Tijm...
Carr. M...
For upcoming
consideration.

The City of Novi promotes bicycling as a healthy, environmentally-friendly way of getting around the City of Novi. The City's adopted Non-Motorized Master Plan recognizes the importance of providing bicycle parking to encourage the use of bicycles for transportation.

The Plan recommends updating the City's ordinances to include bicycle parking requirements and design standards. The lack of secure bicycle parking keep people from using bikes for transportation because leaving a bike unattended and unsecured can easily result in damage or theft. When bicycle parking is not secure or convenient, it will not be used. Conversely, providing bicycle parking at various destinations encourages and provides the option for people to use their bicycles for transportation. In addition, providing a designated area for bicycle parking can provide a more orderly appearance to a building, and will discourage bicyclists from locking bikes to unacceptable fixtures, such as trees, sign posts, benches or railings.

In order to develop a well-balanced comprehensive bicycle parking ordinance, the Planning Staff reviewed many sets of bicycle parking standards and requirements. The review included bicycle parking ordinances from Ann Arbor; East Lansing; Grand Rapids; Houghton; Kalamazoo; Meridian Township; Naperville, Illinois; Salt Lake City; Sana Monica, California; and Orlando, Florida.

Staff also reviewed bicycle parking recommendations made in the City's Non-Motorized Master Plan (attached), and the following additional sources:

- The recommendations listed in the Association of Pedestrian and Bicycle Professionals' publication, "Bicycle Parking Guidelines" (attached),
- The Institute of Transportation Engineers' publication, "Promoting Sustainable Transportation Through Site Design" (excerpt attached), and
- The information posted on the Pedestrian and Bicycle Information Center's web page.

Staff then worked with the City Attorney and prepared a set of proposed bicycle parking requirements and standards to include in the Zoning Ordinance.

Ordinance Amendment

The proposed ordinance changes consider many factors to help the City of Novi ensure that new and reworked developments provide adequate, quality bicycle parking facilities that will encourage more people to bicycle to their destination. The factors considered include the following:

- **Bicycle Parking Demand:** The proposed Ordinance amendment requires almost all land uses to provide some basic bicycle parking spaces. Published standards, other ordinances and the Non-Motorized Master Plan were consulted to formulate the bicycle parking space requirements. Many communities, including Naperville, Salt Lake City and Santa Monica, use 5% of the required automobile parking spaces as the minimum number of required bicycle parking spaces. Many college communities including Ann Arbor, Grand Rapids, Houghton and Meridian Township use 10% of automobile parking spaces as their minimum.

The proposed ordinance uses 5% of required automobile parking spaces as its base but, the minimum number required also varies by use, taking into account potential bicyclists, i.e. shoppers, students, employees, recreation facility users, etc. Uses with a higher potential will be required to provide a greater number of bicycle parking spaces. Public and quasi-public uses such as recreation facilities, libraries and museums that have a very high potential of patrons, especially families, arriving by bicycle, will be required to provide a minimum of 10% of required automobile parking spaces. Uses where guests are unlikely to arrive by bicycle but employees may arrive by bicycle will provide fewer spaces such as warehouse stores which will only be required to provide a total of four bicycle parking spaces.

Facilities that incorporate bicycle parking spaces will be able to reduce their automobile parking space requirements by one space for every ten uncovered and five covered bicycle parking spaces up to 10% of the required automobile parking spaces. (Section 2526.4)

- **Layout Design:** The Ordinance will require bicycle parking to be located along the primary entrance route to the site to be easily spotted and placed in a location visible from the entrance to discourage theft and vandalism. The location of bicycle parking will be placed so they do not block pedestrian routes. The recommended "Inverted U Shape" bike rack will not include protruding bars or be so low as to be a hazards to



Covered bike parking under roof overhang with bike lockers

pedestrians. Bicycle parking and automobile parking will be separated by a landscape area to help prevent vehicles from damaging parked bicycles. Bicycle parking areas will be well illuminated to provide theft protection, personal security and reduce accidents. (Section 2526.6)

- **Weather Protected:** Larger developments that require 10 or more bicycle parking spaces, will be required to provide 50% of the required bicycle parking spaces as covered bicycle parking to further encourage bicycle use. As an example, a 45,000 square foot general office building that is required to provide 203 automobile parking spaces will be required to provide 10 bicycle parking spaces, and one-half, or 5, of the spaces will be required to be covered. Covered parking could be in a building, under a canopy or under an overhang. (Section 2526.1.c.). See pictures provided to illustrate possible covered parking.



Stand Alone Covered Bike Parking

- **Landbanking:** The proposed Ordinance includes a landbanking provision to allow a property owner to defer installing a portion of the required bicycle parking spaces when the applicant can adequately demonstrate that the required number of bicycle parking spaces are not needed to serve the actual proposed use. (Section 2526.3)
- **Costs:** According to the Pedestrian and Bicycle Information Center, the cost to install a typical bike rack for two bikes is \$150 to \$300. The cost to provide covered parking spaces adjacent to buildings designed with overhangs will be the same. If bicycle lockers are preferred by the property owner (but are not required by the ordinance), they can be installed for a price ranging from \$1,000 to \$4,000 each (each locker parks two bikes, see example above). The cost for free-standing canopies or awnings attached to buildings could fall somewhere between. In comparison, an average automobile parking space costs approximately \$2,200 and can be constructed for about \$12,000 per space in a parking garage.

The Walkable Novi Committee has endorsed a bicycle parking ordinance as part of implementing the City's Non-Motorized Master Plan (excerpts attached). The Committee reviewed the proposed bicycle parking ordinance and provided positive comments. The Planning Commission held a public hearing on the proposed amendment and recommended approval of the ordinance amendment. City Council will be asked to consider the proposed ordinance amendments at an upcoming meeting. The draft amendment is attached.