

Legislation Text

File #: 090190, Version: 1

Amending Title 14 of The Philadelphia Code, entitled “Zoning and Planning,” by amending Chapter 14-1400, entitled “Parking and Loading Facilities,” by adding a new subsection providing for bicycle parking, under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Chapter 14-1400 of The Philadelphia Code is hereby amended to read as follows:

TITLE 14. ZONING AND PLANNING.

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CHAPTER 14-1400. PARKING AND LOADING FACILITIES.

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§ 14-1401. General Provisions.

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(4) Bicycle Parking.

(a) Definitions.

(.1) Bicycle Parking Space. A space provided for locking a single bicycle to a rack element or for the storage of a single bicycle in a bicycle storage facility that complies with standards established by the Department of Licenses and Inspections and the Department of Streets.

(.2) Bicycle Storage Facility. A shed, storage room or locker designed to hold one or more bicycles, that complies with the standards established by the Department of Licenses and Inspections and the Department of Streets.

(.3) Class 1. Bicycle parking spaces that are protected against both theft and inclement weather including:

(a) Class 1A. Bicycle spaces located in bicycle storage facilities;

(b) Class 1B. Bicycle racks that are located under a permanent overhead building structure.

(.4) Class 2. Bicycle parking spaces that are protected against theft but are not protected against inclement weather.

(.5) Low Occupancy Facility. Buildings with no customer contact and less than 1 employee per every 10,000 square feet of gross floor area.

(b) Security.

(.1) Rack elements, or the part of the bike rack that supports one bicycle, shall comply with standards established by the Department of Licenses and Inspections and the Department of Streets and shall support the bicycle frame at two locations, prevent the wheel of the bicycle from tipping over, and enable the frame and one or both wheels to be secured with a user-supplied locking device.

(.2) Bicycle Storage Facilities shall be provided with tamper-proof locks. When multiple bicycles are stored together, provisions shall be made for locking individual bicycles.

(c) Required Bicycle Parking Spaces. Bicycle parking spaces shall be provided in accordance with the following tables:

(.1) For all uses except single and multiple family dwellings, public parking lots, and low occupancy facilities:

<u>Gross Floor Area</u>	<u>Required Minimum Number of Bicycle Parking Spaces</u>
0 - 7,500 s.f.	0
7,501 - 20,000 s.f.	2
Over 20,000 s.f.	1 per every 10,000 s.f. or fraction thereof

(.2) For multiple-family dwellings when 12 or more dwelling units are provided on a lot:

<u>Number of Dwelling Units</u>	<u>Required Minimum Number of Class 1A Bicycle Parking Spaces</u>
Less than 12	0
12	4
Over 12	1 per every 3 dwelling units or fraction thereof

(.3) For public parking lots:

<u>Number of Automobile Spaces</u>	<u>Required Minimum Number of Bicycle Parking Spaces</u>

4 - 20	2
21 - 40	4
Over 41	1 per every 10 spaces or fraction thereof

(.4) For low occupancy facilities:

<u>Number of Employees</u>	<u>Required Minimum Number of Bicycle Parking Spaces</u>
0 - 5	0
6 - 20	2
21 - 80	4
Over 80	1 per every 20 employees or fraction thereof

The building owner or applicant shall attach to any zoning permit application, an affidavit attesting to the number of employees required for the use.

(d) Location.

(.1) All required bicycle parking installed in the interior of a building shall be accessible via a continuous route from the public right-of-way. The route shall be a level walkway having a slope no greater than 5%. Elevators, platform lifts or ramps with a slope no greater than 12.5% are permitted as connecting elements within the continuous route.

(.2) Bicycle racks may be placed in the public right-of-way to achieve the required number of spaces under this subsection, provided that the building owner enters into a maintenance agreement with the Department of Streets and a permit for the installation is obtained from the Department of Streets. Such permit must be obtained prior to the issuance of any required zoning permit.

(.3) All required bicycle parking spaces exterior of a building shall be located within a 50 ft. diameter of the primary building entrance except in the following circumstances:

(.a) When such spaces are to be located in the public right-of-way, the Department of Streets may modify or waive this requirement if it would result in excessive sidewalk clutter or an impediment to pedestrian circulation or would cause a conflict with any other code or regulation, but all required spaces shall have convenient access to building entrances that are typically open to intended users;

(.b) When such spaces are to be located on the premises exterior of a building, the Department of Licenses and Inspections may modify or waive this requirement if it would cause a conflict with any other code or regulation, but all required spaces shall be located as close to the primary building entrance as site conditions allow.

(.4) Bicycle parking spaces located in attended parking facilities shall be located adjacent to the attendant booth or be located in an area under constant surveillance.

(e) Substitution.

(.1) For every five Class 1 bicycle parking spaces that are provided on a lot, the number of required off-street automobile parking spaces (excluding handicapped parking spaces) may be reduced by one space.

(.2) The number of substituted automobile parking spaces shall not exceed 10% of the total required spaces.

(f) Regulations. The Department of Licenses and Inspections and the Department of Streets are authorized to promulgate such rules and regulations as are necessary or appropriate to implement the provisions of this subsection.

SECTION 2. This Ordinance shall become effective on January 1, 2010.

Explanation:

Italics indicate new matter added.