City of Santa Fe, New Mexico

LEGISLATIVE SUMMARY

Bill No. 2016-6

Bicycle Parking Code

SPONSOR(S): Councilor Bushee

SUMMARY: The proposed bill establishes requirements for bicycle parking within the City of Santa Fe.

PREPARED BY: Rebecca Seligman, Legislative Liaison Assistant

FISCAL IMPACT: No

DATE: January 6, 2016

ATTACHMENTS: Bill
FIR

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2016-6

INTRODUCED BY:

Councilor Patti J. Bushee

AN ORDINANCE

ESTABLISHING REQUIREMENTS FOR BICYCLE PARKING FOR NEW DEVELOPMENTS, OR THOSE INCREASING IN INTENSITY BY 25 PERCENT OR MORE.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. Article 14-8.6(E) of SFCC 1987 (being Ord. #2011-37, as amended) is amended to read:

14-8.6(E) Off-Street Bicycle Parking

(1) *Applicability*. Off-street bicycle space parking standards shall apply to all uses except single family residential uses. Off-street bicycle parking is required for new development, or when an existing development increases in intensity by 25 percent or more, as measured by increases in floor area, seating capacity, or required parking spaces.

(2) *Bicycle Parking*.

(A) *Standards*. Bicycle parking must be provided in racks that meet the standards outlined in Exhibit D.

*An asterisk (*) at the end of a paragraph indicates that there are no comparable provisions in the State Code. A reference includes any unreferenced paragraphs that precede it.

(B) *Location*. Bicycle parking must be located within fifty (50) feet of the main entrance to the building as measured along the most direct pedestrian access route.

(3) *Number of Required Bicycle Parking Spaces.* Off-street bicycle spaces and racks shall be provided in accordance with Exhibit C Off-Street Bicycle Parking Tables 14-8.6-3, 14-8.6-4, 14-8.6-5 and 14-8.6-6.

Editor's Note: Tables are located in the appendix located following Section 14-12.

APPROVED AS TO FORM:

Kelley A. Brennan

KELLEY A. BRENNAN, CITY ATTORNEY

M/Legislation/Bills 2016/2016-6 Bicycle Parking Code

*An asterisk (*) at the end of a paragraph indicates that there are no comparable provisions in the State Code. A reference includes any unreferenced paragraphs that precede it.

Exhibit C - Off-Street Bicycle Parking Tables 14-8.6-3, 14-8.6-4, 14-8.6-5, 14-8.6-6

TABLE 14-8.6-3: General Off-Street Bicycle Parking For all uses except hotels or motels	
Automobile Parking Spaces Required	**Bicycle Spaces Required**
[~~10 or less~~] 0-5	[~~5~~] 4
[~~11-50~~] 5-15	[~~10~~] 6
[~~51-100~~] 16-50	[~~15~~] 8
[~~101-150~~] 51-100	[~~20~~] 10
[~~151 or more~~] 100 or more	[~~25~~] 12

TABLE 14-8.6-4: Hotel or Motel Off-Street Bicycle Parking [~~For hotels or motels~~	
~~Number of Employees per Shift~~]	**Bicycle Spaces Required**
[~~20 or less~~	~~5~~
~~21-40~~	~~10~~
~~More than 40~~	~~15~~]
Minimum 2 bicycle parking spaces	1 per 15 rooms. Establishments with more than 75 rooms shall provide 6 bicycle parking spaces for visitors.

TABLE 14-8.6-5: School Off-Street Bicycle Parking [~~For schools~~]	
Type of School	**Bicycle Spaces Required**
Elementary, [~~or~~] middle, or high school	[~~One space per 20 students~~] 1.5 bicycle spaces per 20 student seating capacity, 2 space minimum
[~~High school, commercial, trade or vocational school~~]	[~~One space per 50 students~~]
Colleges and universities	[~~One space per 20 students~~] 1 bicycle space per 10 student capacity, 2 space minimum.

Table 14-8.6-6: Restaurant Off-Street Bicycle Parking	
Minimum 2 bicycle parking spaces	1 bicycle parking space for every 1,000 square feet of restaurant dining capacity.

Exhibit D - Standards and Dimensions

Racks:

- Inverted U typle bicycle racks are the required bicycle parking rack.
- Each rack must be securely anchored and accommodate a bicycle frame where one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
- A space of two (2) feet by six (6) feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle six (6) feet long can be securely held with two points supported so that the bicycle cannot be pushed, or fall in a way that would damage the bicycle frame, wheel, or components.
- All racks must provide two points of contact with the frame at least " apart horizontally.
- If a bicycle corral is sought within a public street right-of-way, all design elements shall be developed in coordination with and approved by the city of Santa Fe public works department and parking division.

Distance to other racks:

- Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
- Racks aligned end to end must be at least ninety-six (96) inches apart.

Distance from wall:

- Racks placed perpendicular to a wall must be at least forty-eight (48) inches from the wall to the nearest vertical component of the rack.
- Racks parallel to a wall must be at least thirty-six (36) inches from the wall.

Distance from curb:

- Racks placed perpendicular to a curb must be at least forty-eight (48) inches from the curb to the nearest vertical component of the rack.
- Racks placed parallel to a curb must be at least twenty-four (24) inches from the curb to the rack.

Distance from pedestrian aisle:

- Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.

Parking and Maneuvering Areas:

- Each required bicycle parking space must be accessible without needing to move another bicycle.
- There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.
- The area devoted to bicycle parking must be hard surfaced.

FIR No. 2766

City of Santa Fe
Fiscal Impact Report (FIR)

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City's operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

Section A. **General Information**

(Check) Bill: X Resolution: _____
(A single FIR may be used for related bills and/or resolutions)
Short Title(s): **AN ORDINANCE ESTABLISHING REQUIREMENTS FOR BICYCLE PARKING FOR NEW DEVELOPMENTS, OR THOSE INCREASING IN INTENSITY BY 25 PERCENT OR MORE.**

Sponsor(s): Councilor Bushee

Reviewing Department(s): SFMPO

Persons Completing FIR: Melissa A. McDonald Date: 1/4/16 Phone: x6840

Reviewed by City Attorney: Kelly A. Brennan (Signature) Date: 1/7/16

Reviewed by Finance Director: [signature] (Signature) Date: 1-7-2016

Section B. **Summary**
Briefly explain the purpose and major provisions of the bill/resolution:
This bill would establish requirements for providing bicycle parking in the City of Santa Fe.

Section C. **Fiscal Impact**
Note: Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

a. The item must be on the agenda at the Finance Committee and City Council as a "Request for Approval of a City of Santa Fe Budget Increase" with a definitive funding source (could be same item and same time as bill/resolution)
b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)*

1. Projected Expenditures:
a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
b. Indicate: "A" if current budget and level of staffing will absorb the costs
"N" if new, additional, or increased budget or staffing will be required
c. Indicate: "R" – if recurring annual costs
"NR" if one-time, non-recurring costs, such as start-up, contract or equipment costs
d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

Finance Director: [signature]

____X_____ Check here if no fiscal impact

Column #: 1	2	3	4	5	6	7	8
Expenditure Classification	FY _____	"A" Costs Absorbed or "N" New Budget Required	"R" Costs Recurring or "NR" Non-recurring	FY _____	"A" Costs Absorbed or "N" New Budget Required	"R" Costs – Recurring or "NR" Non-recurring	Fund Affected
Personnel*	$_____	_____	_____	$_____	_____	_____	_____
Fringe**	$_____	_____	_____	$_____	_____	_____	_____
Capital Outlay	$_____	_____	_____	$_____	_____	_____	_____
Land/ Building	$_____	_____	_____	$_____	_____	_____	_____
Professional Services	$_____	_____	_____	$_____	_____	_____	_____
All Other Operating Costs	$_____	_____	_____	$_____	_____	_____	_____
Total:	$_____			$_____			

* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. **For fringe benefits contact the Finance Dept.

2. Revenue Sources:

a. To indicate new revenues and/or

b. Required for costs for which new expenditure budget is proposed above in item 1.

Column #: 1	2	3	4	5	6
Type of Revenue	FY _____	"R" Costs Recurring or "NR" Non-recurring	FY _____	"R" Costs – Recurring or "NR" Non-recurring	Fund Affected
_____	$_____	_____	$_____	_____	_____
_____	$_____	_____	$_____	_____	_____
_____	$_____	_____	$_____	_____	_____
Total:	$_____		$_____		

3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

None.

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Section D. **General Narrative**

1. Conflicts: Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

None identified.

2. Consequences of Not Enacting This Bill/Resolution:

Are there consequences of not enacting this bill/resolution? If so, describe.

The city would not have substantial regulations on requirements for bicycle parking.

3. Technical Issues:

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

None identified.

4. Community Impact:

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

The citizens of Santa Fe benefit by improving biking conditions and that contributes to the health, safety, environmental, transportations and quality of life for its community members. By identifying and addressing barriers to riding bikes such as safe and adequate access to parking at main entrances, we are upholding this commitment to a complete streets approach. In addition, incorporating these types of measures into our code would likely increase our rankings with organizations such as the American Bicyclist League which in turn will help our economy. Also, this ordinance is in concurrence with the Mayor's Challenge for Safer People and Safer Streets passed by council resolution and signed by Mayor Javier M. Gonzales on May 27th, 2015.