



Bicycle Parking

ZONING CODE TEXT AMENDMENT

CITY COMMISSION
JANUARY 9, 2018



2010 Comprehensive Plan

City of Coral Gables

Mobility

Vision Statement: Provide progressive direction for the City's multi-modal transportation system in a way that sustains the City's natural, aesthetic, historic, cultural, social and economic resources.

Goals, Objectives and Policies:

Goal MOB-1: Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employees, employees and visitors through a variety of methods.

Objective MOB-1.1: Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

Policy MOB-1.1.1: Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2: Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3: Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4: Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access toward local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-1.1.5: Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating, art, architectural elements (at street level), lighting, bicycle parking, street trees, improved pedestrian crossing with bollards, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.

Policy MOB-1.1.6: Employ further measures to increase trolley ridership beyond the current peak day of 5,000 passengers using the trolley to provide their transportation into or out of downtown Coral Gables. Further reduce VMT on downtown streets and the number of parking spaces needed in the downtown business district by 750. By 2012, achieve a trolley ridership goal of at least 7,000 passengers daily.

Policy MOB-1.1.7: Research the expansion of the current trolley system by 2010 to meet the needs of the community with specific attention to a northern expansion of the system and connection to the University of Miami.

Policy MOB-1.1.8: Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.

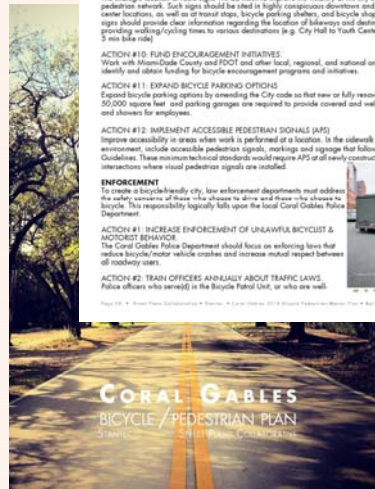
Policy MOB-1.1.9: The City shall undertake a Transportation Master Plan by 2011 to specifically identify roadways within the City that are projected to fail the adopted LOS standards, as well as short and long term multi-modal and policy oriented mitigation measures. Each project shall have

Comprehensive Plan

RECOMMENDATIONS

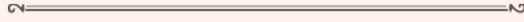
POLICY ENFORCEMENT

- ACTION #6: SPONSOR MONTHLY FAMILY RECREATIONAL RIDES.**
Work with Bike/Walk Coral Gables, Coral Gables Police Department, and any/all local advocacy organizations to organize a seasonal, monthly recreational ride.
- ACTION #7: PROVIDE ADEQUATE PUBLIC BICYCLE PARKING AT CITY-SPONSORED EVENTS.**
Provide temporary bicycle parking near stations of large City-sponsored events if held in locations where bicycle parking facilities are not within the immediate vicinity.
- ACTION #8: CREATE AND UPDATE BIKWAY MAP.**
As the on-street bikeway network is built out, create and maintain a map displaying all on- and off-street bikeways. This map should include basic traffic safety information, the location of significant destinations, and be distributed in portable print and online formats. Update and redistribute the map on an annual basis.
- ACTION #9: IMPROVE WAYFINDING AND VISIBILITY.**
The strategic location of route signs will do much to improve the visibility of the city's bicycle / pedestrian network. Such signs should be placed in highly conspicuous downtown and neighborhood center locations, as well as at transit stops, bicycle parking clusters, and bicycle shops. Network signs should provide clear information regarding the location of bikeways and destinations as well as providing walking/cycling times to various destinations (e.g. City Hall to Youth Center - 15 min walk / 5 min bike ride).
- ACTION #10: FUND ENCOURAGEMENT INITIATIVES.**
Work with Miami-Dade County and FDOT and other local, regional, and national organizations to identify and obtain funding for bicycle encouragement programs and initiatives.
- ACTION #11: EXPAND BICYCLE PARKING OPTIONS.**
Expand bicycle parking options by amending the City code so that new or fully renovated buildings over 50,000 square feet and parking garages are required to provide covered and well-lit bicycle parking and showers for employees.
- ACTION #12: IMPLEMENT ACCESSIBLE PEDESTRIAN SIGNALS (APS).**
Improve accessibility in areas where work is performed at a location. In the sidewalk and street crossing environment, include accessible pedestrian signals, markings and signage that follow ADA Accessibility Guidelines. These minimum technical standards would require APS at all newly constructed or reconstructed intersections where visual pedestrian signals are installed.
- ENFORCEMENT**
To create a bicycle-friendly city, law enforcement departments must address the safety concerns of those who choose to drive and those who choose to bicycle. This responsibility logically falls upon the local Coral Gables Police Department.
- ACTION #1: INCREASE ENFORCEMENT OF UNLAWFUL BICYCLIST & MOTORIST BEHAVIOR.**
The Coral Gables Police Department should focus on enforcing laws that reduce bicycle/motor vehicle crashes and increase mutual respect between all roadway users.
- ACTION #2: TRAIN OFFICERS ANNUALLY ABOUT TRAFFIC LAWS.**
Police officers who serve in the Bicycle Patrol Unit, or who are walk



Bicycle Master Plan

BICYCLE PARKING



Proposed Zoning Code Text Amendments:

- Clarifies minimum for MXD properties
- Updates existing standards for Mediterranean Bonus
- Provides standards for long-term bicycle parking for new construction of offices, retail, and multi-family uses.

CORAL GABLES.
THE CITY BEAUTIFUL



ARTICLE 4 – ZONING DISTRICTS:

Division 2. Overlay and Special Purpose Districts

Section 4-201. Mixed-Use District (MXD).

H. Parking/vehicle storage.

1.	X	X	Bicycle storage.	To encourage the use of bicycles, etc., a minimum of <u>one (1) ten (10) foot rack bicycle parking space for each two hundred and fifty (250) parking spaces every five (5) bedrooms or fraction thereof shall be provided. A minimum of one (1) bicycle parking space for each two thousand (2,000) square feet of office shall be provided. A minimum of one (1) bicycle parking space for each four thousand (4,000) square feet of retail shall be provided.</u> The location shall be convenient to users and shall be subject to review as a part of the site plan review.
----	---	---	------------------	--

ARTICLE 5 – DEVELOPMENT STANDARDS:

Division 6. Design Review Standards

Section 5-604. Coral Gables Mediterranean Style Design Standards.

B. Development bonus standards.

4.	X	X	X	Bicycle storage.	To encourage the use of bicycles, bicycle <u>parking storage facilities (racks) shall be provided. A minimum of five (5) one (1) bicycle storage parking spaces shall be provided for each two hundred and fifty (250) parking spaces every three (3) bedrooms or fraction thereof. A minimum of one (1) bicycle parking space shall be provided for each one thousand five hundred (1,500) square feet of office, and one (1) bicycle parking space shall be provided for each two thousand (2,000) square feet of retail.</u>
----	---	---	---	------------------	---

ARTICLE 5 – DEVELOPMENT STANDARDS:

Division 14. Parking, Loading, and Driveway Requirements

Section 5-1409. Amount of required parking.

G. Bicycle Storage. Bicycle parking shall be provided for all parcels of 5,000 square feet or greater.

1. Office Uses. A minimum of one (1) bicycle parking space for each two thousand (2,000) square feet or fraction thereof shall be provided in secure, covered areas.
2. Retail Uses. A minimum of one (1) bicycle parking space for each four thousand (4,000) square feet or fraction thereof shall be provided.
3. Residential Uses. In multi-family districts, a minimum of one (1) bicycle parking space for every five (5) bedrooms or fraction thereof shall be provided in secure, covered areas.
4. Bicycle Parking for existing buildings. Existing developments may convert up to ten percent (10%) of their auto spaces to bicycle parking as approved by the Development Review Official. Converted parking spaces must yield at least six (6) bicycle parking spaces per auto space.

ARTICLE 8 – DEFINITIONS:

Bicycle parking space is the volume of space that is used to accommodate the storage of one (1) locked bicycle and spaced to accommodate a typical two-wheel bicycle and alternative bicycle. All bicycle parking shall be in accordance with the Bicycle & Pedestrian Master Plan, Resolution No. 2014-123.

STAFF RECOMMENDATION:

BASED UPON THE COMPLETE FINDINGS OF FACT, STAFF RECOMMENDS APPROVAL OF THE ZONING CODE TEXT AMENDMENT.



Bicycle Parking

ZONING CODE TEXT
AMENDMENT

CITY COMMISSION
JANUARY 9, 2018