

CITY OF WHEAT RIDGE, COLORADO
INTRODUCED BY COUNCIL MEMBER STITES
COUNCIL BILL NO. 03
ORDINANCE NO. 1788
Series 2024

TITLE: AN ORDINANCE AMENDING ARTICLES V AND XI OF CHAPTER 26 OF THE WHEAT RIDGE CODE OF LAWS, CONCERNING BICYCLE PARKING AND STORAGE REQUIREMENTS, AND MAKING CONFORMING AMENDMENTS THEREWITH

WHEREAS, the City of Wheat Ridge is a home rule municipality having all powers conferred by Article XX of the Colorado Constitution; and

WHEREAS, pursuant to its home rule authority and C.R.S. § 31-23-101, the City, acting through its City Council (the “Council”), is authorized to adopt ordinances for the protection of the public health, safety, or welfare; and

WHEREAS, in the exercise of this authority, the Council has previously adopted regulations in Chapter 26 of the Wheat Ridge Code of Laws (the “Code” pertaining to bicycle parking and storage; and

WHEREAS, the Council recognizes that these regulations are outdated and do not align with best practice, and that there are multiple parallel requirements which are challenging to administer; and

WHEREAS, the City is receiving an increasing number of development applications for multi-unit residential developments, some of which provide limited bicycle parking and no opportunities for long-term secured storage; and

WHEREAS, the Council finds that bicycle parking and storage requirements in Articles V and XI of Chapter 26 of the Code require revision.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WHEAT RIDGE, COLORADO:

Section 1. Section 26-501. D.1 of the Wheat Ridge Code of Laws, concerning parking reductions by right and the associated Table 5: Parking Reductions, is hereby amended as follows:

D. *Parking reductions.*

1. *Parking reductions by right.* The community development director may grant a parking reduction not to exceed twenty-five (25) percent of the required number of vehicular parking spaces as set forth below without a variance process. Only one (1) of the following options may be applied to anyone (1) development, **unless otherwise noted in the table:**

TABLE 5: PARKING REDUCTIONS

Only one of the following may be utilized per development <u>unless otherwise noted.</u>	
Standard	Reduction Allowed
Bicycle parking	<p>1 vehicular space for every 2 bicycle parking spaces beyond what is mandatory per Section 26-501. E.4. up to a maximum of a 10% total reduction in vehicular parking spaces.</p> <p><u>If long-term bicycle storage and/or shower and changing facilities are provided for office and institutional uses, the following additional reductions may be combined with the 10% bicycle parking reduction above for a total reduction up to a maximum of 20%.</u></p> <ul style="list-style-type: none"> • <u>5% if long-term bicycle storage is provided.</u> • <u>5% if shower and changing facilities are provided that are accessible to employees nearby the bicycle storage area.</u>
Property located within 1/4 mile of a transit station	25%
Property located within 500 feet of a transit bus stop with 20-minute peak service	10%
No parking areas located between any part of the building and the public right-of-way	10%
Surfacing	10% when an existing parking area with an unimproved surface is improved to comply with Section 26-501. E.425.
Structured Parking	10%
Motorcycle and Scooter Parking	1 vehicular space for every 2 motorcycle and/or scooter spaces <u>up to a maximum 25% reduction.</u>

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Section 2. Section 26-501. E.4 of the Wheat Ridge Code of Laws, concerning bicycle parking requirements, is hereby amended as follows:

...

4. *Bicycle parking.*

- a. *Applicability.* **Bicycle parking as set forth in Table 7 in subsection E.4.b below shall be required for all nonresidential and multi-unit dwelling uses.**

- i. ~~*Bicycle parking required.* Bicycle parking as set forth in subsection E.4.b below (bicycle parking standards) shall be required for all nonresidential and multi-unit dwelling uses as follows:~~
- ~~a) All properties located within five hundred (500) feet of the right-of-way boundary or trail centerline of an existing or proposed bicycle route from the adopted City of Wheat Ridge Bike and Pedestrian Route Master Plan.~~
 - ~~b) All properties located within one-quarter mile of a transit station or transit bus stop that provides twenty-minute peak hour service.~~
 - ~~c) All applicable properties set forth in Table 7 (Schedule of Required Bicycle Parking Spaces) below.~~
- ii. ~~*Bicycle parking optional.* For all other properties that do not fall under the geographic conditions in subsection i above, bicycle parking is optional, and may be used to reduce the required number of vehicular parking spaces set forth in subsection E.4.b.iii below.~~

- b. *Standards.*

- i. Bicycle parking design standards.
- a) The required bicycle rack is the "inverted U" type, or other type approved by the community development director. Each inverted U bicycle rack shall count as two (2) bicycle parking spaces.
 - b) Bicycle parking facilities shall include provisions for storage and locking of bicycles in secure racks, or equivalent installation, in which the user may lock both the bicycle frame and wheels to the rack.
 - c) Parking for bicycles shall be provided on site, and bicycle parking areas shall be well-lighted and located as near to the building or facility entrance as possible but not more than fifty (50) feet away and shall not interfere with pedestrian traffic.
 - d) If possible, bicycle parking areas should utilize already existing weather protected areas such as building overhangs.
 - ~~e) If bicycle and automobile parking areas or accessways abut each other, a physical barrier between the bicycle parking area and the automobile parking or drive areas~~

shall be provided to prevent the possibility of bicycle-motor vehicle collisions.

- ~~fe~~) Bicycle facilities required by this section shall be maintained for the duration of the use requiring such facilities and shall not be used for other purposes.

ii. Long-term bicycle parking.

- a) **Intended to provide users of a site a secure and weather-protected place to park and store bicycles and to charge electric bicycles.**
- b) **Shall take the form of an enclosed bicycle storage room within the primary building, enclosed bicycle lockers, a separate bicycle storage shed, an enclosure within a parking garage, or in another form within 100 feet of the primary entrance as deemed appropriate by the community development director.**
- c) **All types of long-term bicycle parking shall be easily accessible to all building occupants, secure, lighted, and weather resistant.**

iii. Number of required bicycle parking spaces. Bicycle parking spaces shall be provided at a rate of five (5) percent of the required vehicular parking spaces, but not less than two (2) spaces, unless otherwise specified below in Table 7. **No development shall provide fewer than two (2) bicycle parking spaces, unless otherwise noted in Table 7.**

Table 7: Schedule of Required Bicycle Parking Spaces [1]	
Use	Number of Required Bicycle Parking Spaces
Funeral homes or mortuaries Motor fueling stations, repair garages, tire stores, car wash, etc. Drive-up windows providing services to occupants in vehicles	None.
Educational institutions (public or private)	One (1) bicycle parking space for each twenty (20) students
Amusement/recreational enterprises such as swimming pools, skating rinks, health clubs, spas, etc.	One (1) bicycle parking space for each twelve (12) persons capacity
Transit bus stop with 20-minute peak service	Two (2) bicycle parking spaces for each transit bus stop.
Public Transit Station	One (1) bicycle parking space per each ten (10) parking spaces required for motor vehicles, but not less than twenty (20) spaces.

All other nonresidential and multi-unit dwelling uses	Five (5) percent of the required vehicular parking spaces, but not less than two (2) spaces
<u>Retail, personal services</u>	<u>1 space per 2,000 square feet of floor area</u>
<u>Eating or drinking establishment, including drive-throughs</u>	<u>1 space per 2,000 square feet of floor area</u>
<u>Office</u>	<u>1 space per 5,000 square feet of floor area</u>
<u>Community building or place of worship</u>	<u>1 space per 5,000 square feet of floor area</u>
<u>Hotel</u>	<u>1 space per 10,000 square feet of floor area</u>
<u>Warehouse or distribution</u>	<u>1 space per 10,000 square feet of floor area</u>
<u>All other nonresidential uses</u>	<u>1 space per 5,000 square feet of floor area</u>
<u>Multi-unit and single attached residential</u>	<p><u>One (1) bicycle parking space for every four (4) dwelling units</u></p> <p><u>For multi-unit apartment or condominium developments over 50 dwelling units, at least 50% of required bicycle parking shall be long-term; if a parking garage is being provided, at least 75% of required bicycle parking shall be long-term.</u></p> <p><u>Long-term parking is encouraged for multi-unit developments under 50 dwelling units but is not required.</u></p> <p><u>In all instances where long-term bicycle parking is being provided, in addition to that required within the building or accessory structure, a minimum of four (4) standard bicycle parking spaces shall also be provided outside of the building.</u></p>
<p>[1] The number of required bicycle parking spaces in this table shall not be considered to be in addition to any other required numbers of bicycle parking spaces. <u>Uses not specified: In the case of a use not specifically mentioned, the requirements shall be determined by the community development director based on comparison to similar uses.</u></p>	

- iiiiv. Vehicular parking space reductions for bicycle parking spaces. The number of required motor vehicle parking spaces may be reduced at the ratio of one (1) motor vehicle parking space for each two (2) bicycle parking spaces, up to a maximum reduction of ten (10) percent of the required motor vehicle parking spaces in accordance with Table 7 above. Table 5 in section 26-501.D provides options to reduce the number of required motor vehicle parking spaces if additional

bicycle-related facilities are provided beyond the minimum requirements.

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Section 3. Section 26-1109.J of the Wheat Ridge Code of Laws, concerning bicycle parking requirements in mixed use zone districts, is hereby amended as follows:

J. Bicycle parking. **Bicycle parking shall be provided in accordance with section 26-501. E.4.**

- ~~1. For nonresidential development, or portion thereof, bicycle parking spaces shall be required at a rate of one (1) bicycle parking space for every ten (10) automobile parking spaces. No nonresidential development shall provide less than four (4) bicycle parking spaces. One (1) standard "Inverted U" bicycle rack shall be considered two (2) bicycle parking spaces.~~
- ~~2. For multi-unit and single attached residential development, or portion thereof, bicycle parking spaces shall be required at a rate of one (1) bicycle parking space for every four (4) units. No multi-unit residential development shall provide less than four (4) bicycle parking spaces. One (1) standard "Inverted U" bicycle rack shall be considered two (2) bicycle parking spaces.~~
- ~~3. Parking for bicycles shall be provided on site, in addition to any bicycle parking required in the right-of-way by the streetscape design manual. Bicycle parking areas shall be well-lighted and located not more than fifty (50) feet from the primary building entrance. Bicycle parking for residential uses is encouraged to be sheltered and secured.~~
- ~~4. Secured, indoor bicycle parking and storage is encouraged in multi-unit residential development and shall count towards the total number of spaces required, although a minimum of four (4) bicycle parking spaces shall be provided outside the building. Indoor bicycle parking shall take the form of a secured bicycle storage room.~~

Section 4. Severability, Conflicting Ordinances Repealed. If any section, subsection or clause of this Ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected thereby. All other ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section 5. Effective Date. This Ordinance shall take effect on March 1, 2024, as provided by Section 5.11 of the Charter provided, however, the minimum long-term bicycle parking requirements in Section 2 of this Ordinance shall not apply to multi-unit development projects which are under site plan or specific development plan review by the Community Development Department as of the effective date of this Ordinance and

for which the first round of review comments have already been provided to the applicant from the City.

INTRODUCED, READ, AND ADOPTED on first reading by a vote of 8 to 0 on this 12th day of February 2024, ordered published by title and in full on the City's website as provided by the Home Rule Charter, and Public Hearing and consideration on final passage set for February 26, 2024 at 6:30 p.m., as a virtual meeting and in the Council Chambers, 7500 West 29th Avenue, Wheat Ridge, Colorado.

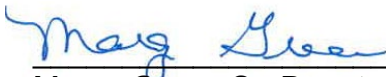
READ, ADOPTED AND ORDERED PUBLISHED on second and final reading by a vote of 7 to 0, this 26th day of February 2024.

SIGNED by the Mayor on this 28th day of February 2024.



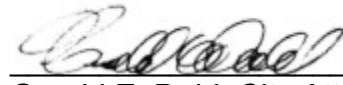
Bud Starker, Mayor

ATTEST:



Margy Greer, Sr. Deputy City Clerk

Approved as to Form



Gerald E. Dahl, City Attorney

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