



## Bicycle Parking Zoning Amendment

## Fact Sheet

[Ordinance # 090190](#) Amends Title 14 “Zoning and Planning” by adding a “bicycle parking” provision

**Problem:** Philadelphia has a shortage of bicycle parking facilities (bike racks). Although bicycling in Philadelphia has doubled over the past 3 years (between 2005 and 2008), the availability of bicycle racks both on the street, in parking lots and inside buildings has not kept up. Despite the recent addition of 1400 new bike racks through the City’s Adopt-A-Rack program, Philadelphia only has 2600 sidewalk bike racks. This number is a fraction of the 11,000 daily commute-to-work trips made in Philadelphia and the 300,000 Philadelphians who bike once a month. A 2005 survey found that Delaware Valley bicyclists favor secure bike racks over other bicycle amenities (such as more trails or workplace facilities) and 70% of bicyclists said they would bike more if secure bicycle parking was available.

**Solution:** Make bicycle parking a requirement of construction that receive new zoning permits effective January 1, 2010.

### **Outline of Ordinance 090190 as introduced by Councilwoman Reynolds-Brown, Kenney and Jones (March 12, 2009)**

- 1) Creates three classes of bicycle parking spaces according to how they protect against theft and inclement weather
- 2) Requires the establishment of standards for racks and bicycle parking spaces by Department of Licenses and Inspections and Streets.
- 3) Requires that bicycle parking spaces be provided (see back side for full table) by:
  - All non-residential uses with gross floor area larger than 7500 square feet
  - Multiple-family dwellings when 12 or more are provided on a lot
  - Public parking lots
  - Low occupancy facilities with 6 or more employees
- 4) Reduces the number of required off-street automobile parking spaces by one (1) for every five (5) sheltered bike parking spaces provided on a lot, with a maximum reduction of 10%.

**Benefits:** More secure bicycle parking will encourage more people to bike to work and for short trips. Currently, only 1.2% of Philadelphia workers bike to work. But, more bicycle parking benefit more than bicyclists. It provides an incentive to reduce the amount of parking that developers need to provide for automobiles and reduces the amount of impervious cover, which will help stormwater management.

**Joining Peer Cities:** Many cities require bicycle parking, including, [Arlington, Virginia](#), [Alexandria, Virginia](#), [Chicago, Illinois](#), [Washington, DC](#), [Portland, Oregon](#). In March 2009, New York City’s Department of Planning introduced [similar legislation](#) to Ordinance #090190.

Proposed Philadelphia Zoning requirements under Bill No. 090190

Uses	Type and level of use	Required bike parking spaces
<b>All non-residential uses except single and multi-family dwellings, parking lots and low-occupancy facilities</b>		
	All uses with gross floor area 7500 s.f. or less	0
	All uses with gross floor area between 7500-20,000 s.f.	2
	All uses over 20,000 s.f.	1 per 10,000 s.f.
<b>Multi-family dwelling units</b>		
	Less than 12 multi-family dwelling units on a lot	0
	12 multi-family dwelling unit on a lot	4
	Over 12 multi-dwelling units on a lot	1 per 3 units
<b>Public parking lots</b>		
	3 or less auto spaces	0
	4-20 auto spaces on a public parking lot	2
	21-40 auto spaces on public parking lot	4
	Over 41 auto spaces on public parking lot	1 per every 10 auto spaces
<b>Low occupancy facilities</b>		
	5 or less employees	0
	6-20 employees	2
	21-80 employees	4
	with over 80 employees	1 per 20 employees