

Ordinance O-22-25

ORDINANCE AMENDING SUBSECTION 24.11.080 C. OF THE WAUWATOSA MUNICIPAL CODE (ZONING CODE) IMPLEMENTING LONG TERM BICYCLE PARKING RECOMMENDATIONS FROM THE ZONE TOSA FOR ALL REPORT

The Common Council of the City of Wauwatosa do hereby ordain as follows:

Part I. Subsection 24.11.080 C. of the Wauwatosa Municipal Code of Ordinances is hereby amended to read in its entirety as follows:

C. Long-term Bicycle Parking.

1. Purpose. Long-term bicycle parking is generally intended to serve the needs of cyclists who park their bicycles for long time periods, including overnight and all day parking, generally serving the needs of employees and residents.
2. Long-term spaces required. Long-term bicycle parking spaces are required in accordance with the following ratios:

	Long-term bicycle parking spaces required
Multi-Unit Residential	1 space per 4 dwelling units; 2 space min.
Multi-unit residential (age-restricted)	1 space per 10 dwelling units; 2 space min.
Commercial, Public and Civic	1 space per 6,000 sq. ft. gross floor area; 2 space min.
Industrial	1 space per 24,000 sq. ft. gross floor area; 2 space min.

3. The board of public works is authorized to approve a reduction in vehicle parking requirements for projects that provide additional long-term bicycle parking spaces.
4. Standards for long-term bicycle parking spaces. Long-term bicycle parking spaces must meet the following criteria:
 - a. All required long-term bicycle parking spaces shall be located indoors, or in a location otherwise protected from weather and access by unauthorized persons, except at educational facilities or as otherwise approved by the Board of Public Works or Common Council;

b. Indoor bicycle parking spaces must be located on the ground floor or in a location otherwise served by an elevator or ramp capable of transporting the bicycle(s) being stored;

c. Long-term bicycle parking must provide bike racks or lockers anchored so that they cannot be easily removed or damaged, must allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position, be designed so as not to cause damage to the bicycle, and facilitate easy locking without interference from or access to adjacent bicycles;

Part II. This ordinance shall take effect on and after its dates of passage and publication.

Passed and Dated September 20, 2022



City Clerk

Introduced: September 6, 2022

Referred to originating committee

Approved Sept. 26, 2022



Mayor

Adopted: September 20, 2022