

**Ordinance #2020-43**

**AN ORDINANCE BY THE MUNICIPALITY OF PRINCETON REQUIRING THE PROVISION OF BICYCLE PARKING, ESTABLISHING STANDARDS THEREFOR, AND AMENDING ARTICLES X (SITE PLANS) AND XI (ZONING) IN CHAPTER 10B OF THE “CODE OF THE TOWNSHIP OF PRINCETON, NEW JERSEY, 1968”**

**WHEREAS**, Princeton places a high value on facilitating multiple modes of transportation as opposed to prioritizing vehicular transportation, and has implemented a number of policy initiatives to encourage alternate modes of transportation, including the use of bicycles throughout the community; and

**WHEREAS**, an important component of these efforts is the provision of safe and efficient bicycle parking facilities; and

**WHEREAS**, to that end, the Council wishes to amend its land use regulations to establish requirements for the provision of bicycle parking in connection with private development and to establish standards therefor; and

**WHEREAS**, the purpose of these new requirements is to ensure that appropriate bicycle parking is provided as development or redevelopment occurs, supporting additional bicycle parking capacity throughout the community and increasing the convenience of bicycling, thereby encouraging this form of transportation; and

**WHEREAS**, the Council finds that enacting such requirements will further the public health, safety, morals and welfare;

**NOW THEREFORE, BE IT ORDAINED** by the Mayor and Council of Princeton as follows:

1. **Preamble.** The preamble to this ordinance is hereby incorporated and made a part hereof as if restated in full.

2. **Section 10B-241, “Definitions” of the “Code of the Township of Princeton, New Jersey, 1968” amended.** Section 10B-241, “Definitions”, of the “Code of the Township of Princeton, New Jersey, 1968” (“Township Code”) is hereby amended by adding thereto a new definition entitled “bicycle parking space,” which shall read as follows:

*Bicycle parking space.* An area within which one intact, full sized bicycle may conveniently and securely be stored and removed, with one or both wheels resting upon a stable surface such that the whole bicycle is stable in its storage position, without requiring the use of a kickstand, and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle parking spaces may be classified as either long-term or short-term. Long-term bicycle parking is intended primarily to serve residents, employees, or other persons who require storage of a bicycle for a substantial portion of the day, overnight, or for multiple days. Short-term bicycle parking is intended primarily to serve visitors and customers, such as retail patrons, expected to use bicycle storage for a few hours.

3. **Subdivision 5, “Off-Street Parking and Loading” in Article XI, “Zoning” in Chapter 10B of the Township Code amended.** Subdivision 5, “Off-street Parking and Loading” in Article XI, “Zoning” in Chapter 10B of the Township Code is hereby amended by (1) changing the name of Subdivision 5 to “Off-Street Parking and Loading; Bicycle Parking” and (2) adding thereto a new section 10B-281.1, as follows (deleted text is struck through and brackets [~~thus~~]; new text is underlined thus):

**Subdivision V. Off-Street Parking and Loading; Bicycle Parking.**

**Sec. 10B-281.1. Bicycle parking required; schedule.**

Bicycle parking shall be provided in accordance with the requirements set forth herein and in section 10B-204 (Bicycle parking design standards).

(a) Applicability.

(1) The bicycle parking requirement shall apply to the following:

- a. The construction of a new building;
- b. The enlargement by an increase of fifteen percent (15%) or more in the number of residential dwelling units on a lot or in the amount of non-residential floor area, or, in the case of a mixed use, the enlargement by an increase of 15% of the combined uses;
- c. The conversion of existing floor area to a new category of non-residential use, where such conversion results in a fifteen percent (15%) or more increase in the total number of bicycle parking spaces that would be required for the entire building under this section.

(2) Where bicycle parking is required pursuant to this section, it shall be applied to the entirety of any use that is established, expanded or enlarged within a building or lot and not only to the incremental increase in the intensity of such use.

(3) Site plans shall show the proposed location of bicycle parking/storage facilities on the site and on the building floor plans. A construction detail of the proposed bicycle storage facility shall be provided.

(b) Exceptions.

(1) Detached one- and two- family residential dwellings are not required to have bicycle parking.

(2) The enlargement, expansion or conversion of an existing building where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building under this section equals fewer than two (2) bicycle parking spaces.

(3) The enlargement, expansion or conversion of an existing building resulting in a dwelling containing three or fewer dwelling units.

(c) Schedule of requirements.

<u>Building Type (1)</u>	<u>One Bicycle Parking Space for Each</u>	<u>% Long-term (LT) or Short-term (ST)</u>
<u>Institutions of Higher Learning.....</u> .....	<u>1,400 s.f. of floor area (4)</u>	<u>LT: 0%</u> <u>ST: 100%</u>
<u>Auditoriums, stadiums, theaters, courts of law and all other places of assembly providing seats for audiences, including places of worship and funeral parlors .....</u> .....	<u>20 seats (2)</u>	<u>LT: 0%</u> <u>ST: 100%</u>
<u>Dormitories .....</u> .....	<u>2.5 beds</u>	<u>LT: 80%</u> <u>ST: 20%</u>
<u>Dwellings .....</u> .....	<u>1.6 bedrooms for a multifamily dwelling with three or more dwelling units</u>	<u>LT: 80%</u> <u>ST: 20%</u>
<u>Elementary and junior high schools .....</u> .....	<u>5 persons of rated occupancy (3)</u>	<u>LT: 0%</u> <u>ST: 100%</u>
<u>Senior high schools and similar institutions.....</u> ...	<u>5 persons of rated occupancy (3)</u>	<u>LT: 0%</u> <u>ST: 100%</u>
<u>Personal Services .....</u> .....	<u>1,000 s.f. of floor area (4)</u>	<u>LT: 0%</u> <u>ST: 100%</u>
<u>Professional offices and general offices .....</u> ..	<u>3,300 s.f. of floor area (4)</u>	<u>LT: 50%</u> <u>ST: 50%</u>
<u>Restaurants .....</u> .....	<u>1000 s.f. of floor area (4)</u>	<u>LT: 0%</u> <u>ST: 100%</u>

Retail stores, supermarkets and shopping centers..... ..... .....	1000 s.f. of floor area (4)	LT: 0% ST: 100%
School with auditoriums .....	As required for either, whichever is greater	LT: 0% ST: 100%

Notes:

(1) For other building types that do not fit into one of the above categories, the number of required bicycle parking spaces shall be calculated as a percentage of the required automobile parking spaces for such building type, which percentage shall be determined by the Planning Board upon referral for the appropriate number of bicycle parking spaces.

(2) Bicycle parking spaces of educational institutions that are provided for normal daytime activity for other purposes shall be considered to be available for such public uses as are normally conducted in the evening or on weekends in lecture halls, auditoriums, stadiums, theaters and gymnasiums of such institutions.

(3) At the time of application for a building permit, the institution shall certify to the development enforcement officer the rated capacity or rated occupancy of the building.

(4) For this purpose, "floor area" means the total area of all the stories of all the structures on a lot, except for any area on the site designated for bicycle parking as required by this ordinance, which shall be excluded from the calculation of "floor area," measured from the outside faces of the exterior walls, or from the exterior roof edges where a structure has no walls, and including the following, although not by way of limitation: Interior balconies and mezzanines, roofed areas such as porches and carports and basement space, but excluding rooftop, roofed or enclosed area that is used for parking spaces.

(d) General standards for bicycle parking.

(1) The bicycle parking spaces shall be reasonably accessible, within a reasonable distance from the entrance to the use they are intended to serve, and appropriately lit.

(2) Either or both short-term bicycle parking and long-term bicycle parking shall be provided for a given land use in the percentages set forth in the schedule set forth in subsection (c) above.

(3) The required quantity of bicycle parking spaces shall be calculated by applying the minimum rates set forth in the schedule to the intensity of the applicable land use or uses,

measured in floor area, number of dwellings, number of students, or other specified unit of measurement. Where the application of such rate results in a fractional value, the number of spaces shall be rounded to the nearest whole number.

- (4) The bicycle parking required by this section shall be maintained exclusively for the parking of bicycles, and not for the storage of other objects unrelated to bicycles.
- (e) Long-term bicycle parking. Long-term bicycle parking shall be provided either onsite or reasonably nearby. It shall consist of secure and weather-protected facilities such as bicycle lockers, indoor bicycle rooms, covered bicycle cages, or sheds.
- (f) Short-term bicycle parking. Short-term bicycle parking shall be provided in a publicly accessible space near pedestrian entrances to the use(s) it is intended to serve. It shall consist of bicycle racks meeting the standards set forth in section 10B-204 (Bicycle parking design standards). Short-term bicycle parking may be provided adjacent to public streets and sidewalks, or within a public right of way, in which case the property owner or developer shall work with Municipal staff to identify the appropriate location. The place of bicycle parking in any public right-of-way shall be subject to the approval of the appropriate public entity (e.g., the New Jersey Department of Transportation in the case of a State right-of-way such as the King’s Highway, or the Princeton Mayor and Council in the case of a municipal right-of-way), and on such terms and conditions as said entity shall deem advisable and necessary.

*[SECTIONS 10B-282 THROUGH 10B-299 NO CHANGE]*

**4. Section 10B-204 (currently reserved) in Article X, “Site Plans” replaced by new section 10B-204 entitled “Bicycle parking design standards.”** Section 10B-204 (currently reserved) in Article X, “Site Plans” of the Township Code is hereby replaced by new section 10B-204 entitled “Bicycle parking design standards,” which shall read as follows:

**10B-204.** Bicycle parking design standards.

- (a) Design and layout.

- (1) Long-term bicycle parking and short-term bicycle parking shall be provided in some combination of bicycle racks or covered bicycle parking, such as bicycle lockers, according to the standards set forth in this section. Other design options may be allowed pursuant to subsection (d) below.
  - (2) All bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.
  - (3) Each required bicycle parking space must be accessible by way of at least one primary access route that is at least five feet in width and must be accessible without another bicycle needing to be moved.
  - (4) Bicycle racks. Long-term or short-term bicycle parking requirements may be satisfied by the installation of bicycle racks. Installers of bicycle racks may consult the guidelines of the Association of Pedestrian and Bicycle Professionals, which set forth best practices and designs for the installation of bicycle racks. Preference shall be given to the “inverted U” rack. Other acceptable designs include the “post and ring,” and “wheelwell secure.” Bicycle racks shall be securely anchored to the ground and appropriately spaced to accommodate a full-sized bicycle and space for access and maneuvering. Older style bicycle racks, such as those commonly known as the “comb/schoolyard,” “toast” and “wave,” shall not be permitted.
  - (5) Covered bicycle parking. Long-term bicycle parking requirements must be satisfied by the installation of covered bicycle parking facilities, and short-term bicycle parking requirements may be thereby satisfied as well, in which case, appropriate signage shall be provided so that the availability of bicycle parking is clear to visitors and other users of short-term bicycle parking facilities, in accordance with subsection (c) below. Such facilities may be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. A bicycle locker for this purpose shall mean an enclosed, lockable structure that may be opened and closed for the purpose of securely storing one or more bicycles. All covered bicycle parking facilities shall be secured by means of a lockable door or object inside or underneath to which a bicycle may be secured. Where required covered bicycle parking is not within a building or locker, the cover must be permanent, designed to protect bicycles from precipitation, and be at least seven feet in height.
- (b) Unacceptable bicycle parking designs. A bicycle parking design shall not be acceptable where bicycles must be stored lying down or require a kickstand to remain upright.

- (c) Signs. Where required bicycle parking spaces are not reasonably visible from the street or main building entrance of the use intended to be served, signage shall be posted at an appropriate location indicating the location of the bicycle parking storage facility.
- (d) Exceptions from design requirements.
  - (1) Any design requirement set forth in this section may be modified with the approval of the Planning Board. The intent of this provision is to provide a mechanism for the review and approval of alternative technologies and methods for providing bicycle parking that may provide equal or greater benefits to bicycle users but may not conform to the exact requirements of this section.
  - (2) When seeking an exception pursuant to this section, the applicant shall provide a bicycle parking plan, which shall include the location of bicycle parking facilities and precise details and specifications of the design and layout of the proposed bicycle parking spaces. The bicycle parking plan shall include a narrative listing the requirements that are proposed to be modified and explaining the benefits of the modifications.

**5. Bicycle parking facilities and construction details to be shown on site plans; submission checklist amended.** The submission checklist for major site plans shall be amended to including a requirement that the location of bicycle parking/storage facilities on the site be shown on the site plan and on the building floor plans, and that a construction detail of the proposed bicycle storage facility be provided.

**6. Referral to Princeton Planning Board.** A copy of this ordinance shall be referred to the Princeton Planning Board following its introduction for review pursuant to N.J.S.A. 40A:55D-26a.

**7. Repealer.** Any article, section, paragraph, subsection, clause, or other provision of the Code of the Township of Princeton and the Code of Borough of Princeton inconsistent with the provisions of this ordinance is hereby repealed to the extent of such inconsistency.

**8. Severability.** If any section, paragraph, subsection, clause, or provision of this ordinance shall be adjudged by a court of competent jurisdiction to be invalid, such adjudication shall apply



only to the section, paragraph, subsection, clause, or provision so adjudged, and the remainder of this ordinance shall be deemed valid and effective.

**9. Effective date.** This ordinance shall take effect upon its passage and publication and filing with the Mercer County Planning Board, and as otherwise provided for by law.

**10. Applicability.** The provisions of this ordinance shall be applicable within the entire Municipality of Princeton upon final adoption and shall become a part of the new Princeton Code once completed and adopted.

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Delores D. Williams, RMC, Clerk

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Hon. Liz Lempert, Mayor

**STATEMENT OF PURPOSE:** The purpose of this ordinance is to ensure that appropriate bicycle parking is provided as development or redevelopment occurs, supporting additional bicycle parking capacity throughout the community and increasing the convenience of bicycling, thereby encouraging this form of transportation. The ordinance amends Princeton's land use regulations to establish standards for the provision of short-term and long-term bicycle parking facilities and to create design criteria for said facilities. The ordinance also establishes provisions for allowing such facilities in public rights-of-way, subject to obtaining the approval of the appropriate public entity (*e.g.* the State in the case of Nassau Street, or the Princeton Mayor and Council in the case of municipal rights-of-way), on such terms and conditions as said entity deems advisable.