

Cycle-Safe Maintenance-Free U/2 Bike Racks



Cycle-Safe U/2 Racks Are The Standard:

Cycle-Safe bicycle racks are designed to provide safety for users and to fit into any urban environment. The Cycle-Safe engineering team has developed three variations for installation to accommodate your needs: In-ground, Surface-Mount, or Rail-Mount.

How to Specify Bike Racks

Bicycle rack part (indicate model and installation type), as manufactured by Cycle-Safe, Inc.

- 1-1/2" SCHD. 40 PIPE (2" O. D.), bent in the shape of an inverted "U" to a 24" outside radius of standing 36" high.
- Coating to be black plastisol rubberized applying 12-20 mils thick jacket.
- Standard Color-Black
- Texture-regular grain
- Gloss-semi-gloss (optional textured)
- Tensile Strength-1800 PSI min.
- Resistance to abrasion
- Salt Spray Resistance to >2000 hours
- Hardness (Shore D) ASTM D 2240 – Results 52
- Custom colors available with TGIC polyester powder coat finishes upon request
- Installation Options: In-ground (G), Surface-Mount (S), Rail-Mount (R)

Visit our Web site for information and images...

www.cyclesafe.com

Download complete specifications for each rack in Word format.



Cycle-Safe also manufactures bike lockers and a wide range of bicycle locker accessories.

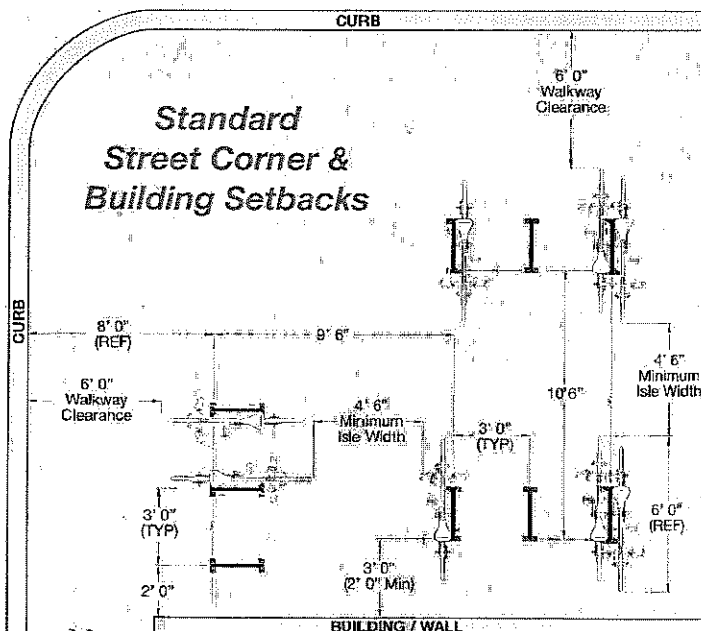
Please call or visit our web site for details. www.cyclesafe.com

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Installation Layouts & Space Requirements:

Based on recommendations from the Association of Pedestrian and Bicycle Professionals and over 26 years in the bike parking industry, the following diagrams show typical configurations and space allowances for installations of multiple bike racks.

The minimum space between each rack is 3'0", more if possible to allow for ease of access. Aisles separate the rows of racks, with a minimum between aisles to be 4'-6", to allow for one person to walk one bike. In high traffic areas, the recommended aisle width is 6'-0". Aisle widths are measured tip to tip of bike tires between the rows of racks. Six feet should be allowed for each row of parked bicycles. Conventional upright bicycles are just less than 72 inches long, with handlebar widths varying from 22"-27" and can be easily accommodated with these recommended spacings.



OTHER FABRICATORS
ACCEPTABLE -
SPACING STANDARDS
ARE IN CODE

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City of New Rochelle, N.Y.

Introduced On: 5/21/09; P. 156/1404

Field:

Adopted:

No. Local Law No. 1-2009

Council Members Louis J. Trangucci,
 Albert A. Ircanling, Jr., James G. Scuse,
 Richard E. St. Paul, Barry R. Fettel,
 Seconded, Marianne L. Messman and Mayor Norm Branton

Approved As To Form: Q E H

Companion Ordinal

SUBJECT OR TITLE LOCAL LAW NO. 1 OF 2009

A. LOCAL LAW, INTRO NO. 1, AMENDING SECTION 331-125, OFF-STREET PARKING AND LOADING, PURPOSES, AND ADDING NEW SECTIONS 331-126.1, OFF-STREET BICYCLE PARKING FACILITIES, AND 331-125.2, PAYMENT IN LIEU OF OFF-STREET BICYCLE PARKING FACILITIES, TO CHAPTER 331, ZONING, OF THE NEW ROCHELLE ZONING CODE, RELATIVE TO OFF-STREET BICYCLE PARKING FACILITIES.

| Dist. | Member | Yes | No | Abstain | Excuse |
|-----------------|-----------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 1 st | Trangucci | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 nd | Ircanling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 rd | Scuse | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 th | St. Paul | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5 th | Fettel | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6 th | Messman | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Branton | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Rev. 3-2-2009

BE IT ENACTED by the City of New Rochelle:

Section 1. Section 331-125, Off-Street Parking and Loading, Purpose, of Article XIV, Off-Street Parking and Loading, of Chapter 331, Zoning, of the City Code, is hereby amended to read as follows:

ARTICLE XIV. Off-Street Parking and Loading

Section 331-125. Purpose.

The purpose of this article is to prevent or alleviate the congestion of the public streets and to promote the safety and welfare of the public by establishing minimum requirements for the off-street parking, loading and unloading of motor vehicles and bicycles in accordance with the use of the property. All structures and uses shall be provided with a sufficient amount of off-street parking and loading spaces for employees, residents, visitors, clients, patrons, deliveries and other persons at the location of such structures or uses, but not less than the minimum requirements of this chapter. No certificate of occupancy shall be issued for any structure or use, whether for a new structure or a change of use of an existing structure, until all required off-street parking and loading spaces have been established in accordance with this chapter. The continued operation of such facilities in accordance with the requirements of this chapter shall be required as a condition of the continued validity of the certificate of occupancy.

Authenticated and certified this 17

Mayor

23rd day of June, 2009

City Clerk

Section 2, New Sections 331-126.1, Off-Street Bicycle Parking Facilities, and 331-125.2, Payment in Lieu of Off-Street Bicycle Parking Facilities, to Article XIV, Off-Street Parking and Loading, of Chapter 331, Zoning, of the City Code, are hereby added to read as follows:

ARTICLE XIV Off-Street Parking and Loading

Section 331-126.1. Off-street bicycle parking facilities.

A. Applicability

Off-street bicycle parking facilities shall be provided for any structure or use requiring site plan approval, pursuant to the following requirements:

B. Bicycle Parking Spaces or Bicycle Lockers Required

- 1) For Multifamily Dwellings and Attached Dwelling Units containing ten (10) or more dwelling units on a Building Lot, a minimum of one bicycle parking space or bicycle locker shall be provided for each ten (10) dwelling units except that in no event shall less than two (2) bicycle parking spaces or bicycle lockers be provided on such Lot.
- 2) For mixed-uses and all non-residential uses requiring ten (10) or more motor vehicle parking spaces on a Building Lot, one (1) bicycle parking space or bicycle locker shall be provided for each ten (10) required automobile parking spaces except that in no event shall less than two (2) bicycle parking spaces or bicycle lockers be provided on such Lot.
- 3) Where not more than two (2) bicycle parking spaces or bicycle lockers are provided, a single inverted U frame rack shall be acceptable, provided adequate parking and access space is provided to be able to easily secure such two (2) bicycles.

C. Design Criteria for Bicycle Parking Facilities

1. Off-street parking for bicycles shall include provision for secure storage of bicycles. Such facilities shall provide bicycle lockers or racks or equivalent structures in or upon which the user may lock a bicycle.
2. A bicycle parking facility includes any structure or fixture constructed so as to enable a person to secure bicycles by locking the frame and one wheel of each bicycle therein. Inverted U frame racks that support the bicycle at two or more points above and on either side of the bicycle's center of gravity are desired, except that the Planning Board, as part of site plan approval, may approve an alternate style of rack or enclosure that provides a comparable level of security and convenience. Racks shall be easily usable with both U-locks and cable locks.

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Racks shall support the bicycles in a stable upright position so that a bike if bumped, will not fall or roll down.

3. Each bicycle parking space or bicycle locker shall measure at least two (2') foot by six (6') foot.
4. A minimum four and a half foot (4'-6") wide access aisle shall be provided to enable bicyclists to enter and leave the bicycle parking area. In high traffic areas, the aisle width shall be greater.
5. A minimum of three feet (36") shall be provided between bicycle racks to allow biker access to bicycles, with more width if possible to allow better ease of access. Bicycle racks shall be installed a minimum of two feet (24") from a parallel wall or other obstruction and three feet (36") from a perpendicular wall. If adjacent to a walkway, a minimum distance of six (6") feet shall be maintained from walkway curb to the limit of bicycle parking space. (See Standard for Installation Layouts and Space Requirements on file in Building Bureau)
6. Bicycle parking facilities shall be located in well-lighted areas and in close proximity to the building's entrance, within fifty (50) feet whenever possible, and clustered in groups not to exceed sixteen (16) spaces each. If the parking facility is not highly visible, a sign shall be placed at the building's entrance indicating the location of bicycle parking.
7. Bicycle parking facilities shall be securely anchored to the floor or ground, so they cannot be easily removed and shall be of sufficient strength to resist theft and vandalism.
8. The surfacing of such facilities shall be designed and maintained to be mud and dust free. The use of rock or gravel areas for bicycle parking is permitted, provided that edging materials, such as landscape timbers are used so that the bicycle parking area is clearly demarcated and the rock material is contained. In all cases the facility shall be maintained to allow for easy access and use.
9. Bicycle parking facilities shall be sufficiently separated from off street parking areas to protect parked bicycles from damage by motor vehicles. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
10. Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be harmonious with their environment. Bicycle parking facilities shall complement, whenever possible, building design or street furniture.
11. Planning Board review shall also include specifications for interior bicycle storage facilities which are to be located within a building.

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12. Whenever possible, bicycle parking facilities shall be covered and not expose bicycles to the natural elements.

13. Dimensional requirements may be modified by the Planning Board based on site and building conditions.

Section 331-126.2. Payment in lieu of off-street bicycle parking facilities. In lieu of providing off-street bicycle parking facilities as required by Section 331-126.1 of this Article, an applicant for site plan approval may make payment of in-lieu fee, prior to issuance of first building permit for the project subject to such site plan approval, which fee shall be deposited to the City's Bicycle Reek Fund. Such fee shall be paid in accordance with the payment schedule set forth in Chapter 133. Fees.

Section 3. This Local Law shall apply to all projects which have not obtained site plan approval prior to the effective date of this Local Law.

Section 4. This Local Law shall take effect upon its filing with the Secretary of State.

Matter underlined added.

Authenticated and certified) NOAM BRAMSON, Mayor
this 23rd day of June, 2009) RITA A. COLANGELO, Acting City Clerk

City of New Rochelle, N.Y.

Introduced On: 5/21/09

Introduced By:

Held:

Adopted:

No. 119

By Council Members Louis J. Frangucci,
Albert A. Turanski, James C. DiMico,
Richard E. St. Paul, Joseph A. Ferrel, New
D. Seconded: Marianne L. Spasman and Mayor Norm D'Amico

Approved As To Form: *[Signature]*

Copy to be Given:

SUBJECT
OR
TITLE

ORDINANCE AMENDING SECTION 133-1, ENUMERATION OF FEES, OF CHAPTER 133, FEES, OF THE NEW ROCHELLE CITY CODES (PAYMENT IN LIEU OF OFF-STREET BICYCLE PARKING FACILITIES).

3.3

BE IT ORDAINED by the City of New Rochelle:

Section 1. Section 133-1, Enumeration of Fees, of Chapter 133, Fees, of the New Rochelle City Code, is hereby amended to read as follows:

| Code-Section | Type of Fee | Amount |
|------------------|--|---|
| Section 331-1262 | Payment in Lieu of Off-Street Bicycle Parking Facilities | \$300 for Beach Bicycle Parking Space or Bicycle Locker as Required under Section 331-126.1 |

Section 2. This Ordinance shall take effect immediately upon passage.

Mater Underlined added.

Authenticated and certified this 23rd day of June, 2009 NOAM BRAMSON, Mayor
RITA A. OLANZANO, Acting City Clerk

Authenticated and certified this

23rd day of June, 2009

Mayor

City Clerk