



## **Parks, Recreation & Cultural Resources Advisory Board**

November 5, 2015

Agenda Packet

**PARKS, RECREATION & CULTURAL RESOURCES  
ADVISORY BOARD  
REGULAR MEETING  
NOVEMBER 5, 2015, 7 P.M.  
CITY COUNCIL CHAMBERS  
231 W. EVERGREEN AVENUE, PALMER  
[www.cityofpalmer.org](http://www.cityofpalmer.org)**



CHAIR	Helene Antel
VICE CHAIR	Stephanie Allen
BOARD MEMBER	Jo Ehmann
BOARD MEMBER	Dot Helm
BOARD MEMBER	Jan Newman
BOARD MEMBER	Meggie Aube-Trammell
BOARD MEMBER	ED KESSLER

## **AGENDA**

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Approval of Agenda
- E. Minutes of Previous Meetings
  - 1. Regular Meeting of October 1, 2015
- F. Audience Participation
- G. Unfinished Business
  - 1. Discussion of Bicycle rack designs and memorial policy
- H. New Business
  - 1. Annual Election of Chair and Vice Chair
  - 2. Presentation on Borough Parks by Hugh Leslie
  - 3. Resolution 15-003: Supporting Designation of Area along the Railroad Right-Of-Way North of the Depot as a New Grow Palmer Garden Area
- I. Board Member Comments
- J. Adjournment



**Minutes**  
**October 1, 2015**

**PARKS, RECREATION & CULTURAL RESOURCES ADVISORY BOARD**  
**CITY OF PALMER, ALASKA**  
**REGULAR MEETING**  
**THURSDAY, OCTOBER 1, 2015**  
**7:00 P.M. - COUNCIL CHAMBERS**

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**A. CALL TO ORDER:**

The regular meeting of the City of Palmer Parks, Recreation & Cultural Resources Advisory Board was called to order by Chair Helene Antel October 1, 2015 at 7:00 p.m.

**B. ROLL CALL:**

Present and constituting a quorum were Board Members:

Helene Antel, Chair  
Stephanie Allen, Vice Chair  
Jo Ehmann  
Dot Helm  
Jan Newman  
Meggie Aube-Trammell

Excused absence(s):

Edward Kessler

Also present were:

Sandra Garley, Community Development Director  
Pam Whitehead, Recording Secretary

**C. PLEDGE OF ALLEGIANCE:** led by Director Garley.

**D. APPROVAL OF AGENDA:** The agenda was approved as presented.

**E. MINUTES OF PREVIOUS MEETING:**

The minutes of the September 10, 2015 Special Meeting were approved as amended. Board Member Newman amended the Minutes p. 3 of 4 (packet p. 7) to correctly reflect that it was Board Member Newman and Board Member Aube-Trammell who offered to assist in the drafting of the master policy [not Antel and Aube]. There were no objections.

**F. AUDIENCE PARTICIPATION:**

**Verda Lewis**, Palmer resident, spoke to the Board advocating the creation of a neighborhood park on S. Denali Street next to soccer fields near the MTA Events Center. She encouraged that a flyer be created to entice the community to participate in the project and promised to personally take them door to door to help inform the public. The Board thanked Ms. Lewis for her input and encouraged her to remain for the rest of the meeting as just such a flyer is on the agenda for review and approval.

**G. NEW BUSINESS:**

1. Discussion of options for existing pedestrian tunnel as part of Glenn Highway project  
– Sean Baski, ADOT Project Manager

**Sean Baski**, Project Manager, Glenn Highway 34-42 Project, along with Ann Brooks of Brooks & Associates, Public Involvement Coordinator, and Dennis Linnell of HDL, Project Manager-Design, updated on the project and explained the project team is seeking Board member comments in terms of impact to the community. He described the span and general scope of the project -- Glenn/Parks interchange widening to a 4-lane divided highway all the way through Palmer tapering down after Arctic Avenue. The goal is to increase the capacity of and more importantly the safety of the highway to the community at large. They are in the final design phase and beginning the process of right-of-way acquisition of properties along to the roadway.

ADOT wants input before proceeding with regard to the Pedestrian Tunnel at Arctic Avenue, which many are not even aware it exists, connecting the existing pathway on the west side of the Glenn Highway to West Auklet, a dead-end gravel road on the east side. He described the current condition of the tunnel and changes that will need to be made along with two design options under consideration and the pros and cons of each: 1) proceed with current design [see packet p. 15] – lengthen/acquire property on west side, or 2) abandon the tunnel – remove it.

Mr. Baski responded to board member questions and further discussion ensued regarding the pros and cons of the options, safety concerns, and connectivity with existing or future trails/pathways.

**Board Member Newman** moved, seconded by **Board Member Allen**, to enter Committee of the Whole to openly discuss the project to include participation by the presenters. There were no objections.

**[The Board entered Committee of the Whole at 7:42 p.m.; exited at 7:50 p.m.]**

Upon exiting Committee of the Whole:

**Board Member Newman** moved, seconded by **Board Member Ehmann**, to recommend proceeding with the current design expanding the existing Pedestrian Tunnel and to keep the trails and connectivity options open.

**VOTE ON MOTION: PASSED**

[in favor: Antel; Ehmann; Helm; Newman; Aube-Trammell; opposed: Allen]

Mr. Baski noted that a letter advising ADOT of the Board's recommendation, as opposed to a resolution, would be fine.

2. **Resolution 15-002** – Recommending Adoption of Memorial Policy.

Ms. Garley directed attention to the proposed policy document in the packet [pp 19-24] and thanked Board Members Newman and Aube-Trammell for their assistance in its preparation.

**[Without objection, the Board entered Committee of the Whole at 7:55 p.m.; exited at 8:12 p.m.]**

While in Committee of the Whole, the Board openly reviewed and discussed Resolution 15-002 and the draft Parks, Recreation & Outdoor Facilities Memorial and Donation Policy document, making minor language revisions and asking questions of staff.

Upon exiting Committee of the Whole:

**Board Member Allen** moved, seconded by **Board Member Newman**, to accept the Memorial and Donation Policy with the suggested changes and for the Board to review the updated draft at the meeting.

**VOTE ON MOTION: Carried Unanimously.**

**Board Member Ehmann** moved, seconded by **Board Member Aube-Trammell**, to postpone action on Resolution 15-002 until the next meeting.

**VOTE ON MOTION: Carried Unanimously.**

3. Discussion of Bike Rack designs and potential locations.

**[Without objection, the Board entered Committee of the Whole at 8:17 p.m.; exited at 8:30 p.m.]**

While in Committee of The Whole, the Board considered and commented on the types and appearance of bicycle racks that should be installed on city property for the purpose of increasing the number and locations of bike racks. Information in the packet included various examples of standard and custom bike racks.

Upon exiting Committee of the Whole:

It was the consensus of the Board to conduct a bike rack design contest in the Spring and to further consider the criteria and parameters of same at the next meeting.

4. Discuss details of Community Meeting for potential park next to MTA Events Center.

The Board is asked to review and approve or modify the draft Action Plan schedule [packet p. 39] for this potential project and review/approve the sample flyer inviting the community to get involved or participate in developing a park design.

**[Without objection, the Board entered Committee of the Whole at 8:32 p.m.; exited at 8:47 p.m.]**

The Board reviewed the action plan and flyer discussing scheduling and best timing for a community meeting and making minor revisions.

Upon exiting Committee of the Whole,

**Board Member Aube-Trammell** moved, seconded by **Board Member Ehmann**, to direct staff to revise the Action Plan per discussion and to schedule a community meeting date.

**VOTE ON MOTION: Carried Unanimously.**

**H. BOARD MEMBER COMMENTS:**

There were no additional board member comments.

**I. ADJOURNMENT:**

There being no further business, the meeting was adjourned at 8:48 p.m.

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Helene Antel, Chair

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Sandra Garley, Community Development Director



**Unfinished  
Business**



**CITY OF PALMER  
PARKS, RECREATION & CULTURAL RESOURCES  
ADVISORY BOARD  
INFORMATION MEMORANDUM 15-007**

- SUBJECT:** Continued discussion of bicycle rack specifications and draft Memorial Policy
- AGENDA OF:** November 5, 2015
- ACTION:** Review recommended bicycle rack specifications drafted by Board

Following the October meeting, Board members Meggie Aube-Trammell and Jan Newman worked with city staff on draft bicycle rack specifications. After reviewing information on what makes for a good bicycle racks, this Board sub-committee developed the specifications that have been preliminarily incorporated into draft the Memorial Policy.

The subcommittee also found information on bicycle rank design competitions from the City of Jersey City, the Downtown Dartmouth Business Commission for the City of Halifax, and the City of Louisville that could serve as a model for a design competition in Palmer.

Information on bicycle racks and the design competition have been included in the agenda packet for your review.

## CITY OF PALMER

### Parks, Recreation & Outdoor Facilities Memorial and Donation Policy

**Purpose:** The purpose of this policy is to establish guidelines, standards and procedures for the installation and care of donated park improvements, either as a result of a cash or physical property donation. These donations may include, but are not limited to, park benches, picnic tables, bicycle racks, trees, monuments, banners, interpretive signs, public art, and other types of park and trails accessories. This policy does not apply to buildings or land. The City desires to encourage donations while at the same time manage aesthetic impacts and mitigate on-going maintenance cost.

Donations will be incorporated into upcoming or ongoing park improvement projects. The development of public facilities is expected to be the result of careful planning and quality construction. In addition, public facilities are expected to be maintained to a standard acceptable to the community.

Guidelines established by this policy will apply to all donations made after the effective date of this policy. This policy is also designed to provide guidelines for individuals or groups should they desire to decorate, landscape or adorn a donation, such as a tree, bench, or picnic table on city owned or city maintained property.

Standards established by this policy will apply to purchased equipment, installation techniques, donation plaques, decoration and long term care of all donations made after the adoption of this policy. Materials and design of such donations shall be reviewed and approved by the Palmer Parks, Recreation & Cultural Resources Advisory Board (the Board).

#### STANDARDS FOR DONATIONS

**Acquisition or Purchase:** The City and the community have an interest in ensuring that park and trail elements purchased and installed be of high quality related to style, appearance, durability and ease of maintenance. The Board will be responsible for review and approval of material and design of all park elements.

**Appearance and Aesthetics:** The City and the community have an interest in ensuring the best appearance and aesthetic quality of their public facilities. Park elements and/or their associated donation acknowledgments should reflect the character of the park or facility. Prior to installation, the Board must determine that all park elements will be installed in such a manner that will not substantially change the character of a facility or its intended use.

**Cost:** The City has an interest in ensuring that the donor covers the full-cost of the purchase, installation, and maintenance for the expected life cycle of donated park elements. A separate fee schedule is maintained in which the City will detail costs for donations, installation,

and maintenance. The City also has an interest in ensuring that ongoing maintenance costs do not negatively impact the resources available for maintenance of other City park facilities. Consequently the City will assess, at the time of purchase, a charge sufficient to cover anticipated ongoing maintenance of donated park elements during their expected life expectancy.

**Maintenance:** Donated park elements and/or their associated donation plaques, become City property. Accordingly, the city has the duty to maintain the donation only for the expected life cycle of the donation. (See Section \_\_\_ for more information on life cycle.) If current information is on file, donor will be informed and given the opportunity to take further action at the expiration of the original life cycle.

**Repair:** The community has an interest in ensuring that all park elements remain in good repair. In addition, the public has an interest in ensuring that the short and long-term repair costs are reasonable. Repair parts and materials must be readily available. Donated park elements must be of high quality to ensure a long life, be resistant to the elements, wear and tear, and to acts of vandalism.

#### PROCEDURE FOR MAKING A DONATION

The City's Community Development office will manage all donations located on City park property, with the assistance of the Parks Maintenance Crew.

**Application:** The donor must contact the Community Development office to determine whether a donation may be accepted based upon criteria contained in this policy. If a donation can be accepted, the donor will complete an application form. Applications are available through the mail or in- person at the Community Development office.

#### CRITERIA FOR ACCEPTANCE

**Park Plan:** To accept donation of a park element for a specific park facility, a park plan must exist showing the available locations for park elements. If no plan exists then a donation may be made to another facility. If a plan exists, but does not identify a particular park element proposed for donation, the City may accept the donation under certain conditions. Under this circumstance the donation must 1) meet a true need of the facility, 2) not interfere with the intended current or future use or function of the facility and 3) not require the relocation of other equipment or infrastructure to accommodate the donation. In the opinion of the City, a facility may be determined to be fully developed and the opportunity for donations would not be available.

**Donation Plaques:** Donation plaques, **as approved by the Board,** are to be directly affixed to the donation and/or, are to be made of bronze and purchased through the City. Donation plaques will be a maximum 5 x 7 or 2 x 18 (pending application) inches in size, utilize "cheltenham light" lettering and numbers, have a leatherette background, be of light brown type "A" color (subject to change, due to availability) and manufactured by a City approved

vendor to ensure highest quality, life and durability. In cases where bronze plaques are not feasible, the Board may **approve** ~~suggest~~ alternative types. ~~These types will be in character with the intent of this section and acknowledgments shall be tasteful, and subtle.~~ The Board must approve all text and graphics for donation plaques.

In park bench applications the donation plaque will be affixed to the front of the seat back of the bench.

In picnic table applications the donation a plaque will be affixed to the table top.

In tree installation applications the donation plaque will be installed **on a post, mounted on the tree or on a stone next to the base of the tree.** ~~in a flush-mounted concrete pad.~~

**Notification:** It shall be the responsibility of the donor to provide the Community Development office with a current address for purposes of notification regarding their donation. For the purposes of notification, the City will send a certified letter to the donor, notifying the donor of changes related to the status of their donation (i.e. a need to remove, relocate, or comply with conditions set forth in this policy).

PARK BENCHES, PICNIC TABLES, & BICYCLE RACKS

Park benches, picnic tables, bicycle racks, and playground components may be placed in locations approved by the Board in accordance with an available site plan. Items donated must be of a product approved by the Board, and these items become City property at time of purchase.

*Bicycle Specifications:*

Bicycle Rack Dimensions

Height:	36" max. – 30" min.
Materials:	Stainless steel or galvanized round or square pipe [2-3/8 in OD, 0.154-inch wall, Schedule 40 steel pipe] [1-5/8 inch OD, 0.140 wall Schedule 40 steel pipe]
Safety:	<ol style="list-style-type: none"> <li>1. Comply with ADA Standards – no overhangs or protrusions that could be difficult for visually impaired in the walkway or that may cause tripping hazard;</li> <li>2. Minimum 10" gap at the bottom of the rack to allow space for pedal;</li> <li>3. Space gaps on the rack shall be larger than 9" and smaller than 3.5"</li> </ol>
Locking:	<ol style="list-style-type: none"> <li>1. Must provide minimum of two-point connection between the bicycle frame and the rack;</li> <li>2. Locking points must be a minimum of 1 inch and a maximum of 4 inches</li> </ol>

### Required Bicycle Rack Clearances on Sidewalks

Description	Minimum Clearance (feet)	Object
Bicycle Rack Clearances from other Sidewalk Objects	0	In-ground utility pull box – allow enough room to remove cover
	2	Tree or tree well; newspaper rack; trash can; curb cut/driveway
	6	Bicycle rack (along curb)
	3	Bicycle rack (parallel to other rack)
	5	Fire hydrant; stand pipe (near entrances)
	10	Building entrance
	5	Street light pole; Traffic sign pole
	2	Sign pole (mid block)
Bicycle Rack Clearances from Parking Spaces	2	Parallel car parking
	5	Perpendicular car parking

### Sidewalk Width Requirements for Bicycle Parking

Description	Minimum Clearance (feet)	Location
Curbside bicycle rack	9	Between curb face and building or café seating leaving (leaving 6' walkway)
Building side bicycle rack	1	Between bicycle rack and building

*Bench Specifications:*

*Picnic Table Specifications:*

### TREES

Landscaping and plant selection for park facilities is critical due to the wind conditions and winter weather in Palmer. Accordingly, the size and specie of tree or trees donated shall be limited to those determined by the City. Trees will only be accepted for areas that have access to public water supply in place.

*Tree Type and Size Specifications:*

## MONUMENTS

Upright monuments or monuments resembling those typically found in cemeteries may not be installed at any City park facility. Exceptions to this policy are monuments installed by the City commemorating the history and/or dedication of a park facility.

### Banners

Banners may be sited in locations ~~approved by the Board~~ in accordance with an available site plan, **as approved by the Board**. Banners deteriorate quickly when exposed to the elements and the size of a banner is determined by the type, size and configuration of the pole on which it is to be mounted. Consequently, donated banners must be of a size and quality suitable for the site and the environment in which it is to be located. Banners may be subject to replacement, paid for by the donor at the time when City Maintenance Crew determines replacement is needed.

*Specifications:*

## INTERPRETIVE SIGNS

Interpretive signs **as approved by the Board and that are** consistent with any adopted City way finding standards may be installed at sites that are appropriate for describing the history, geology, environment, and flora and fauna of a particular area. Interpretive signs shall be of a size that is in keeping with the character of the site. Interpretive signs shall be of a design that meets requirements for access to the disabled. Interpretive signs shall be designed in such a manner that is consistent with other interpretive signs on the site. Interpretive signs shall be constructed of materials that are of high quality, vandal resistant, and able to withstand harsh environmental conditions.

*Specifications:*

## PUBLIC ART

Donated public art is subject to full review by the Board. The Board shall forward their recommendation as to the acceptance of the proposed art to City Council for final action.

## OTHER DONATIONS

There may be other donations possible, other than those expressly listed or contained within this policy. The Board may, at their discretion, review any donation proposal and forward a recommendation. The City may accept those donations subject to approval by the City Council.

## CONDITIONS

**Installation:** Installation of donated park elements will be scheduled at a time and date as determined by Parks Maintenance Crew so as not to unnecessarily interfere with routine park maintenance activities.

Placement of the memorial or equipment may not pose a safety risk to the users of the public space or impede mowing, drainage or public access.

**Removal and/or Relocation:** This section applies to both existing and new donations. The City reserves the right to remove and/or relocate donated park elements and their associated donation acknowledgments/memorial plaques, when they interfere with site safety, maintenance or construction activities. In accordance with previously stated procedure in this policy, the City will send a registered letter to each identifiable donor notifying the donor of any action related to the disposition of the donation. In certain situations, such as safety or emergency situations, the notification may be made after the action taken. In the event a donation must be permanently removed, the City will seek an alternative location consistent with this policy. If no such location can be found, the information contained on the memorial may be, at the donor's request, located on a memorial plaque set aside for this purpose at a designated location.

## MAINTENANCE AND REPAIR

The long term care and maintenance of donated park elements is important to both the donor and the City.

**Life Cycle Care Fund:** The establishment of the Life Cycle Care Fund ensures that the City will care for the donation for the estimated life of the donation, or until such time the City determines that the memorial donation must be removed and/or relocated for unforeseen circumstances. The establishment of a Life Cycle Care Fund applies to all donated park elements installed after the adoption of this policy.

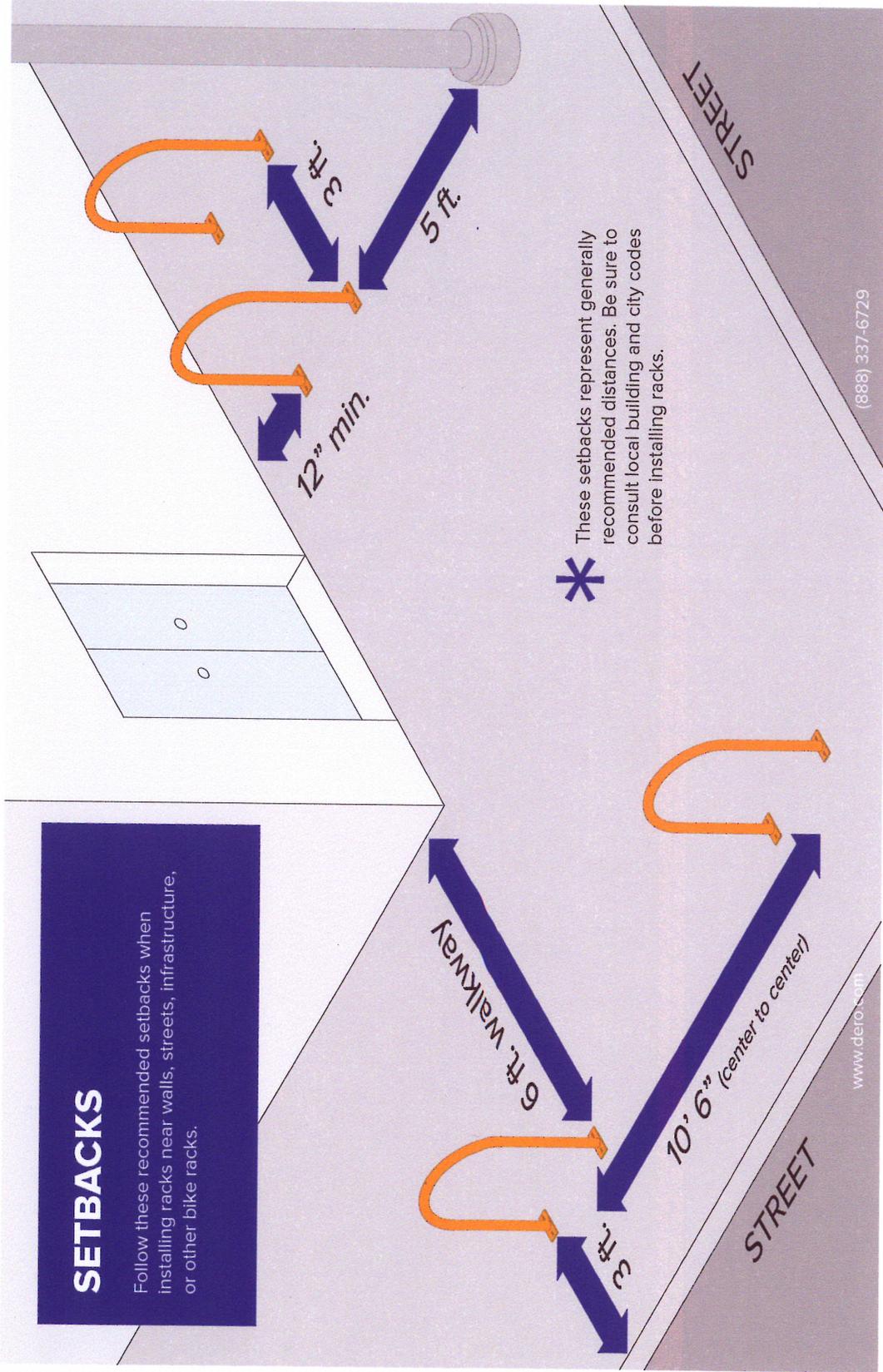
The fund is established with the intent of providing a regular revenue source dedicated and sufficient to reasonably maintain future donations for the duration of their expected life cycle. The cost of a donation will include the cost of purchase and installation, and the funds estimated to be sufficient, based upon the expected life cycle, for maintenance of the donated item. The expected life cycle, routine maintenance and element costs are identified in a separate schedule. This schedule is maintained administratively and may be modified from time to time to ensure that sufficient resources are available to maintain donations.

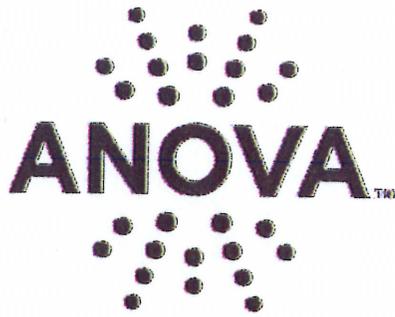
Accordingly, the City will determine the level of maintenance required for the donated property based upon available budget funding and the type of care needed to reasonably maintain the donation.

At the end of the life-cycle term, the donor may choose to extend the life-cycle term by paying for the current value of a new donation and its associated maintenance cost. The City reserves the right to seek a new donor for the donation at the end of the established life cycle should the original donor choose not to renew the donation, or if the City has not been able to contact the original donor.

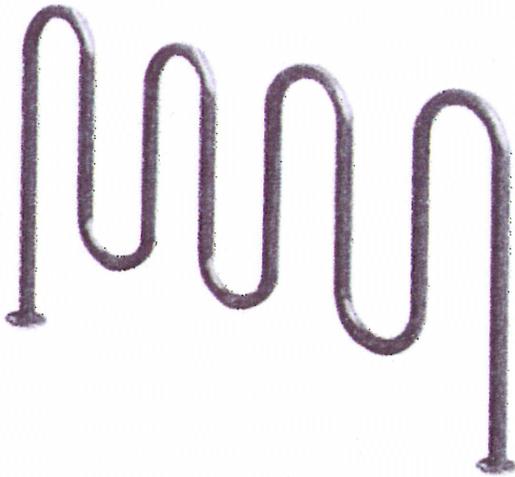
## SETBACKS

Follow these recommended setbacks when installing racks near walls, streets, infrastructure, or other bike racks.





211 North Lindbergh Blvd.  
 St. Louis, MO 63141  
 888.535.5005 tel  
 314.754.0835 fax  
 specify@anovafurnishings.com  
 anovafurnishings.com



**LBR9PVCING  
 METRO BIKE RACK**  
 9-bike capacity, plastisol coated, in  
 ground mount bike rack

**Material**

The bike rack is 88.38" wide and can accommodate 9 bicycles. The rack is made from 2.38" O.D. x 10-gauge wall steel tubing. The product is protected by Fusion Advantage™, a plastisol coating with an average .125" thickness and a high-gloss powder coat. The legs are designed to extend 14" into the ground for a sturdy in ground mount.

**Finish**

Fusion Advantage is a heat fused plastisol coating that creates an impervious rustproof barrier and resists UV deterioration, mildew, staining and fading. The finish has been tested to the requirements of ASTM E1354 and is determined to be in compliance with California Uniform Fire Code 1103.2.1.4.2.

**Color**

This product is available in the following vibrant colors: Black, Blue, Bronze, Brown, Burgundy, Camel, Charcoal, Evergreen, Gray, Navy, Orange, Purple, Red, Sage, Silver, Teal, Vanilla, White, and Yellow.

**Assembly**

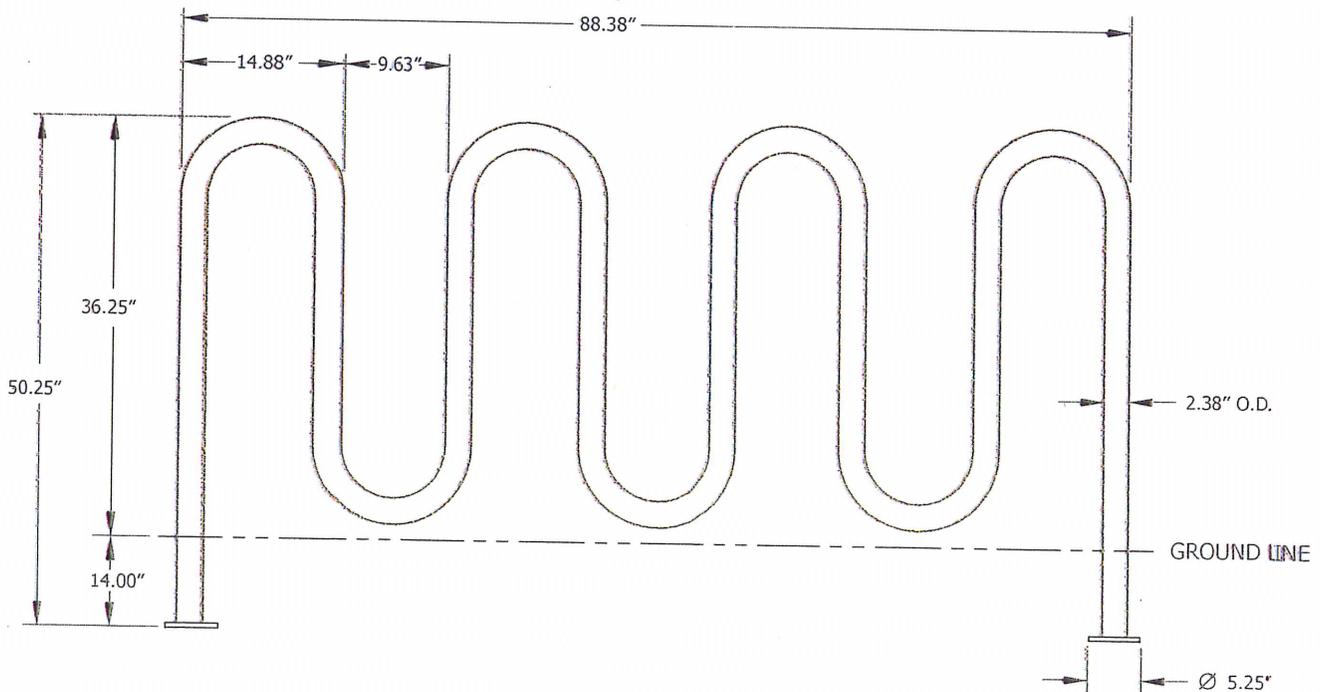
The bike rack requires no assembly except for the in ground mounting.

**Maintenance**

The product is virtually maintenance-free and requires only periodic cleaning with a sponge and a solution of mild detergent and water to remove surface dirt. Do not clean with solvent or petroleum based products.

**Warranty**

20-year limited structural warranty with 7-year finish warranty from the date of purchase.



**Shipping Information**

Unit Wt.	Unit Shipping Wt. UPS	Unit Shipping Wt. Truck (1+ Units)	Unit Ship Size w/Pallet	Max Units per Pallet	Pallet Wt. (96" x 52")	Total No. Pkgs	Shipping Class
128 lbs	N/A	138 lbs/unit	31 cu. ft.	8	100 lbs	1	70



### Design Your Own Rack

If you have an idea for a unique design to complement your facility, send us a sketch. We can help you design your product and provide a quote, completely free of charge. We are committed to working with you to design a custom rack that will fit your budget.

### Cost

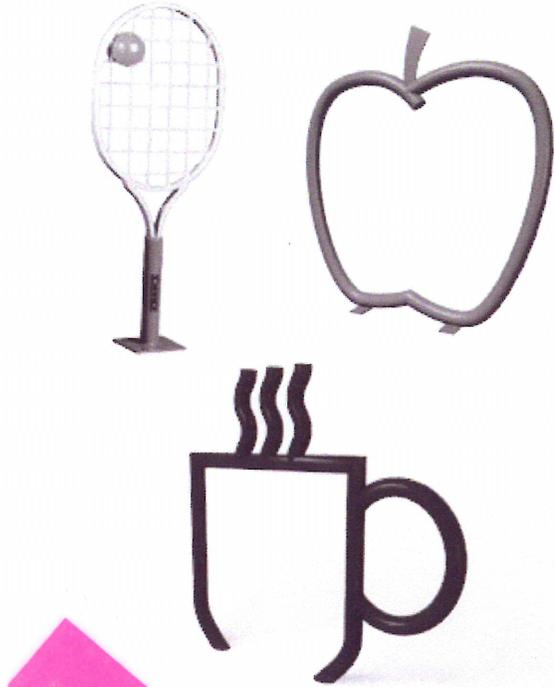
Whenever possible we utilize standard manufacturing processes and use existing tooling and fixtures to keep costs to a minimum. For our most economic custom racks, consider

### Finish Options

- Galvanized
- Powder coated
- Rubber dipped
- Stainless steel
- Thermoplastic

### Fabrication Time

Once your rack has been designed, you can expect the fabrication to take between 4-6 weeks.



### Custom Logo Racks

Logo racks work great, look professional, and are usually the most cost-effective way to get your organization's logo out on the street.

The beauty of logo Hitches, Hoops and Bike Bike Racks are that they become functional signs that you can place right in front of your business or office. Since you're parking bikes at the same time, you send a great message to all of your customers or members that your company is "green."

At Dero, we always work hard to make things easy for our customers. Our custom logo program is no different. If you are interested in seeing what your logo will look like, simply give us a call or send us an email. We'll have you send us an electronic version of your logo (preferably in hi-res format). We can then turn around an estimate and free rendering of what your hitch or hoop will look like in about a week or less.



# JERSEY CITY BIKE RACK DESIGN COMPETITION

SUBMISSIONS ACCEPTED:

JULY 29TH - AUGUST 2, 2013

4:00PM EST.



BIKE JC



*Jersey City Art School in partnership with **Bike JC** and with the support of the **City of Jersey City** is pleased to announce a city-wide design competition for new creative bicycle racks. The competition strives to promote cycling as a sustainable, mainstream transportation option and seeks a unique design that will add both visual appeal and functional utility. The competition welcomes the creative energy of the greater art & biking community to assist in the creation of this important element of street furniture.*

## Concept

- ~ Designs with the spirit & history of Jersey City considered are preferable.
- ~ As a strictly design competition the artist is not required to create a prototype but must consider all parameters to avoid disqualification.
- ~ Artists are tasked to revision the standard bike rack currently available.
- ~ There will be two categories of bike racks considered:
  - (1) Racks that secure 2 bikes
  - (2) Racks that secure 3 or more bikes

## Dimensions

- Height : 36" max - 30" min
- Length: 2 bikes: 30" max  
3 or more bikes: unspecified

## Materials

- ~ Stainless steel or galvanized round or square pipe (schedule 40) preferred, but alternate weather-resistant, durable, non-abrasive material that can be easily maintained and do not scratch or damage bicycle frames may be acceptable.

## Safety

- ~ All work must be safe to pedestrians and bicyclists.
- ~ No sharp edges or openings that would be dangerous.
- ~ Design must comply with accessibility standards (ADA). This means that there are no overhangs or protrusions that could be difficult for the visually impaired in the walking area or may cause a tripping hazard.
- ~ Design must include a minimum gap of 10" at the bottom of the rack to allow space for the pedal.

~ Space gaps within the design shall be larger than 9" and smaller than 3.5" to avoid trapping children's heads.

#### **Painting**

~ If color is a part of the design, consider that the finished product must be primed and painted with high quality paint or powder coated.

#### **Locking Consideration**

~ Locking points must be at least 1 inch thick and no more than 4 inches thick.

~ There must be a minimum two-point connection between the bicycle frame and the rack. In addition, artwork must allow for at least one wheel to be secured to the rack.

~ Most sizes and shapes of bicycle frames and bicycle wheels must be able to use the rack utilizing generic, commonly available u-locks and/or chains utilized by bicyclists.

#### **Installation & Fabrication**

~ Installation on sidewalk to be of a surface mount type with permanent anchored bolts using tamper resistant fasteners.

~ Fabrication & Installation will be coordinated by the City of Jersey City Division of Engineering.

~ Cost of reproduction must be considered in overall design and shall not exceed \$250 per 2 bike rack, higher cost is allowable for racks of 3 or more bikes.

~ Designers must approach the project as a permanent installation to be installed into a concrete surface, with a minimum 10-year life expectancy.

~ Submission of a design to the competition shall constitute assignment of all rights to the use of design to the City of Jersey City.

#### **Signage**

Designers must include space for a small plaque for the designers name and the sponsor name who provided the rack as well as organizations that coordinated the competition.

Artist: *Artist Name*

Funded by: *Name of Donor*

Design competition organized by:

*City of Jersey City, BikeJC*

*& Jersey City Art School*

*Property of the City of Jersey City*

#### **Submission**

~ All designs must be submitted as a color print 18" x 24" hard copy using one of the templates available for download at [www.jerseycitynj.gov](http://www.jerseycitynj.gov) with designer's name, email, and phone number, as well as a description of design.

Mail or Deliver Submission to:

**Jersey City Bike Rack Design Competition**

**City Hall**

**280 Grove Street**

**Jersey City, NJ 07302**

between July 29th and August 2, 2013

4pm EST

# Energy & Environment (/energy-environment/index.php)

## 2011 Bike Rack Design Competition

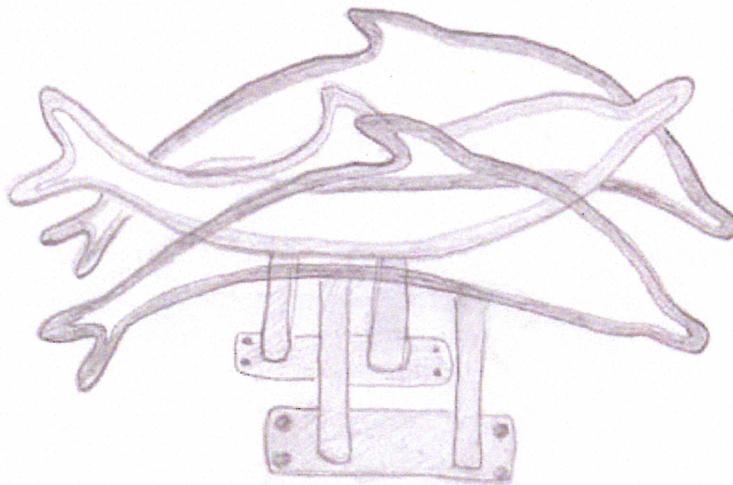


(/site/exit.php?url=http://www.downtowndartmouth.ca/)

DOWNTOWN DARTMOUTH  
BUSINESS COMMISSION

**And the winners are.....**

The first place winner was **Aelyn Murphy**, a student at the Halifax Independent School for her design *Splash*.



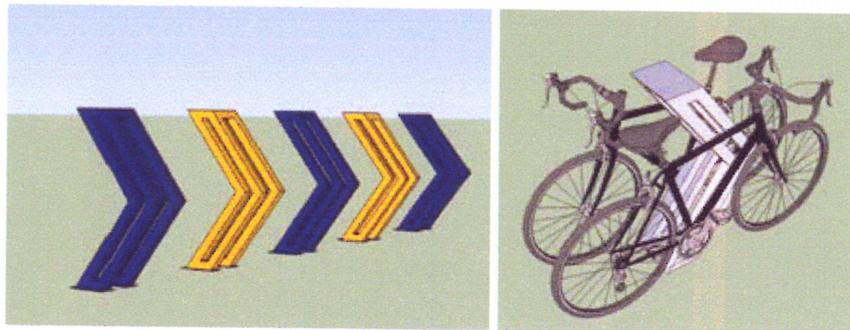
The rack has been fabricated and was unveiled at the Bike Week (/bikeweek/) Kick Off on May 27th.





Six *Splash* racks will be installed at the Dartmouth Ferry Terminal this summer and The Waterfront Development Corporation Ltd. ([/site/exit.php?url=https://www.my-waterfront.ca/](https://www.my-waterfront.ca/)) announced on May 27th that it will purchase six more units for the Halifax waterfront!

The second place winner was industrial designer **Carolyn Clegg** for her design *Metro Bike Rack*.



The Sustainable Environment Management Office (</energy-environment/environment/sem0.php>) and the Downtown Dartmouth Business Commission ([/site/exit.php?url=http://www.downtowndartmouth.ca/](http://www.downtowndartmouth.ca/)) thank everyone who participated in the 2011 Bike Rack Design Competition!

## Location

Downtown Dartmouth is one of the region's major retail and commercial growth centres. It has developed, over many years, a unique environment which encourages a burgeoning regional workforce to choose Downtown Dartmouth as a place to live, work and play and to raise a family in a safe and wide ranging, multicultural supportive community.

The winning design will be built on the north-east side of the Dartmouth Ferry Terminal, next to the automated accessible doors (on the left-hand side if you're exiting the Ferry Terminal through the automated doors). Other things you might want to know:

- The space is about 7m x 3m
- The rack will be installed on the ground

- The space is lit after dark and covered to help protect bikes from rain and snow
- 

## Submissions

### Submissions had to include:

- Design title
  - Complete description of the design including images and schematic drawings
  - Description of the materials to be used in the construction of the rack
  - Estimated costs to build (do not include installation costs)
  - Full name, email and phone number (please do not include this information on the front of the poster if you do not wish to display your personal information in a public location)
- 

## Selection process

A panel composed of HRM staff, a councillor, a Downtown Dartmouth Business Commission representative and community members selected a winning design based on the following criteria:

### The rack had to:

- Hold a minimum of 4 bikes
- Cost a maximum of \$5000 to build
- Pass a safety inspection (e.g. no sharp edges, etc.)
- Offer two points of contact for every bike
- Follow the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines ([/site/exit.php?url=http://www.apbp.org/resource/resmgr/publications/bicycle\\_parking\\_guidelines.pdf](http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf))

### The panel considered:

- Creativity
- Artistic value
- Functionality
- Use of recycled/local/sustainable source material and green technology

The winner was announced before the Earth Day Walk on the Dartmouth Harbourfront Trail on April 20, 2011.

---

## Award

The first place winner will see their design installed at the Dartmouth Ferry Terminal and they received a brand new bike. The second place winner won \$300 of gift certificates to Downtown Dartmouth businesses.

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## The Fine Print

- **HRM will pay up to \$5000 for the construction of the winning design but we are asking that the winner construct the rack themselves (or have it constructed by someone else). Please be advised that HRM will verify that the rack's construction meets all appropriate standards and certifications to ensure high quality fabrication and safety (for example, a metal rack must be constructed by a certified welder).**
- Only one entry per person is permitted.
- Immediate family members (son or daughter, brother or sister) or persons living under the same roof as an employee of the HRM Sustainable Environment Management Office are not eligible to enter this contest.
- Bike rack designs must be created by the contest entrant.
- All bike rack designs submitted become the property of HRM. HRM will be free to use any or all such entries in any form without compensation or remuneration. Submissions will not be returned to participants.
- All panel decisions are final.
- The winner will be notified by phone no later than Wednesday, April 27, 2011. Only those receiving a prize will be contacted.
- The winner must accept their prize as offered. No substitution, transfer or exchange will be permitted.
- The winner will be required to sign a consent and release statement to permit HRM to use and publish by any means their name, voice, photograph, testimonial, image or appearance in a video, as the case may be, for promotional activities related to the contest. If the winner is under the age of 18, the winner's parents will be required to sign the consent and release statement.
- HRM bears no responsibility or liability arising out of, pursuant to, or as a result of entry in this contest and/or use of the prizes.
- Submitted works must be of original content. Plagiarism, intellectual infringement, or any suspected violation of law will lead to immediate disqualification. HRM does not accept any legal responsibility for contents submitted by an entrant.
- HRM reserves the right, without compensation, to distribute, use, publish, and release an entrant's submission as it may see fit. Each entrant also grants HRM the right to reproduce, translate, cite, modify, and to derive works from the submission.

- HRM reserves the right to alter competition requirements and rules at any time as it may deem fit at its sole discretion.
- In accordance with Section 485 of the Municipal Government Act, the personal information collected in this competition will only be used for purposes relating to the 2011 Bike Rack Design Competition. If you have any questions about the collection and use of this information, please contact HRM's Access and Privacy Officer at 490-4390 or Nancy Dempsey (mailto:dempsen@halifax.ca).



**Energy & Environment Home (/energy-environment/index.php)**

Clean Air/Transportation (/energy-environment/environment/semophp#Cleanairtransportation)

Clean Energy (/energy-environment/environment/semophp#CleanEnergy)

Clean Land (/energy-environment/environment/semophp#CleanLand)

Clean Water (/energy-environment/environment/semophp#CleanWater)

Climate Change (/energy-environment/environment/semophp#ClimateChange)

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Energy Efficiency (/energy-environment/environment/semophp#EnergyEfficiency)

Invasive Species (/energy-environment/environment/InvasiveSpecies.php)

Links (/energy-environment/environment/links.php)

Solar City (/solarcity/)

Sustainability Initiatives (/energy-environment/environment/Sustainability.php)



nat...

**Program Registration**

Register for recreation programs online using RecConnect.

(<https://eservices2.halifax.ca/RecConnect/Start/Start.asp>)

**Let's be clear Halifax**

Changes at the curb: clear bags, leaf & yard waste collection

(<http://www.halifax.ca/clear/>)

**Volunteer Conference 2015**

Celebrating 15 yrs! Interactive & informative sessions. Networking opportunities. Nov 20 & 21

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# LOUISVILLE BIKE RACK SCULPTURES

By Diane On March 30, 2012 in Blog ; Add Comment

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## Background

As the largest program of its kind in the nation, the bike rack sculpture program in downtown Louisville is becoming a model for cities and towns everywhere. With over 30 pieces (including both benches and bike racks) of varying colors, forms, and textures, the sculptures seem to be found around every corner. The Louisville Downtown Management District is responsible for the program. It is a prime example of an innovative, yet attainable, initiative that communities can use to enliven their downtowns, while also encouraging alternative forms of transportation.



thepark AN CATALOG



## New Rule Leaves Drivers

Why did no one tell you the new drive rule? If you drive less than 100 miles a year, you better read this...

EASY AUTO QUOTES



### ***Key Design Details***

Aside from actually being bike racks, the bike rack sculptures of downtown Louisville have little in common with each other. They vary greatly in construction materials – from limestone, metal, and stainless steel, to bronze and mosaics. Their scale ranges from a typical three or four feet to ones that are 20 feet long or 15 feet tall. Each rack is unique in form as well. Some are very sculptural while others are very straightforward. The more ‘typical’ sculptures include people, figures, forms, and bikes, but you will find the unexpected as well – a sea serpent, trees, and a vertical piece of colored glass (my personal favorite).

While many excel in form, they do not always perform in the area of function. This has become a common complaint among users throughout the country of artfully designed bike racks. I appreciate the fact that they add so much character to an otherwise empty space, still, it is crucial to find the balance between form and function for an idea like this to be lasting.

### ***Ideas for Implementation***

To do this in your community, these are several important things to keep in mind:

1. Placement strategy – It makes the most sense in terms of function to scatter the bike racks around the community/district in order to maximize use and make it convenient for both recreational and serious cyclists. Pick the most logical places for placement, including business clusters, schools, convenience stores, shopping districts, and restaurants.

2. Management – What organization makes the most sense to manage the collection of bike racks? Who has the expertise to collect and manage the funds? Who will be best to determine placement and track maintenance needs? The Downtown Management

District manages Louisville's collection, and my guess is many cities defer to their downtown special improvement district or downtown development corporation. Coordination with the city's transportation department is necessary regardless of who serves as manager.

3. Compensation – Paying the artists is very important. You may think that donating a piece is not a huge deal, but the time, money, and skill that it takes to create a piece of art, even a small one, is significant. Show them your appreciation in a tangible way. Louisville paid their artists \$2,000 for each piece, with a standard bike rack costing \$200-\$500. The exposure via public exhibition space can be just as important, especially if they are depending on it to grow and maintain their business.

4. Recognizability – Don't forget to make sure that the bike rack sculptures either a) closely resemble a typical bike rack or b) are designated as bike racks in a way that passing cyclists will recognize it as a place to lock up their bike. As the sculptures become increasingly artistic, they can also tend to look less and less like something you can, or are allowed to, fasten your bike to.

5. Functionality – Along those same lines, attempt to commission artists who are also cyclists and who understand the positioning and size requirements of a bike lock. Or, create a requirement that some part of the sculpture be small and accessible enough to get a lock around. This is another component that can be overlooked in the artistic process but with some forethought, both form and function can be achieved.

6. Durability – This excerpt pretty much sums it up:

When creating streetscape such as artistic bike racks, Herndon says artists should follow "the 300-pound drunk moron rule." "Assume a 300-pound drunk moron is going to try to bend it, climb it or do something to it, because they will," he says. "It has to be built really, really well."

(Cities rack up public artwork with bike racks, 11/2/2008, USA Today)

### ***If You Go***

The bike rack sculptures certainly help to make the streetscape, and the downtown as a whole, more vibrant and interesting. The colors are bright against the typically neutral urban streetscape and the forms provide a visual break from rectilinear building shapes.

Since the bike racks are scattered throughout downtown Louisville, you will surely stumble upon one or more no matter when you begin and end your travels in the area. There are a number of good ones by the ballpark, around the Convention Center, and



## **New Business**



**CITY OF PALMER  
PARKS, RECREATION & CULTURAL RESOURCES  
ADVISORY BOARD  
INFORMATION MEMORANDUM 15-006**

**SUBJECT:** Required annual election of officers

**AGENDA OF:** November 5, 2015

**ACTION:** Select Chair and Vice Chair

Palmer Municipal Code 2.18.040 requires Palmer Boards and Commissions select a chair and vice chair during the first regular meeting in November of each year.

The current officers of the Parks, Recreation and Cultural Resources Advisory Board were elected in July 2015 at the first meeting of the newly created Board to serve until November when the first one year term would begin.

## Chapter 2.18 BOARDS AND COMMISSIONS GENERALLY

Sections:

- [2.18.010](#) Board and commission creation.
- [2.18.020](#) Member appointment.
- [2.18.030](#) Membership terms.
- [2.18.040](#) Officers.
- [2.18.050](#) Board or commission termination.

### **2.18.010 Board and commission creation.**

All boards and commissions shall be established by ordinance of the city council. (Ord. 15-019 § 3, 2015)

### **2.18.020 Member appointment.**

- A. Members shall be nominated by the mayor and confirmed by the council.
- B. Mayoral nomination and council confirmation may occur anytime there is a vacancy. (Ord. 15-019 § 3, 2015)

### **2.18.030 Membership terms.**

- A. The term of each appointed member shall be three years;
- B. The three-year terms are calculated as: term beginning date: November 1st, and term ending date: October 31st;
- C. Terms shall be staggered by the appointment of initial members for lesser terms so that as nearly as possible a pro rata number of members are appointed each year;
- D. A person appointed to fill a vacancy shall serve the remainder of the previous member's term. (Ord. 15-019 § 3, 2015)

### **2.18.040 Officers.**

- A. Each board or commission shall have a chair and vice chair.
- B. The chair and vice chair are selected and appointed from and by the appointive members during the first regular meeting of November each year. If the meeting is not held, the selection and appointment shall occur at the next meeting.
- C. If a chair or vice chair vacancy occurs, the appointive members shall select a new chair or vice chair during the next regular meeting following the vacancy. (Ord. 15-019 § 3, 2015)

### **2.18.050 Board or commission termination.**

The council may terminate a board or commission in the same manner as it was created. (Ord. 15-019 § 3, 2015)

CITY OF PALMER  
PARKS, RECREATION & CULTURAL RESOURCES ADVISORY BOARD  
**Resolution No. 15-003**

**A Resolution of the Parks, Recreation & Cultural Resources Advisory Board  
Supporting Designation of Area along the Railroad Right-Of-Way North of the Depot  
as a New Grow Palmer Garden Area**

WHEREAS, the Economic Vitality chapter of the City's Comprehensive Plan notes under Objective C of Goal 5 that the city recognizes the value of promoting agricultural products and its agricultural heritage as one way to increase the economic health of the community; and

WHEREAS, Objective B under Goal 4 in the Economic Vitality chapter of the City's Comprehensive Plan notes that improved opportunities to experience farming life and history, such as more downtown gardens will expand and improve attractions for Palmer; and

WHEREAS, Grow Palmer has a three year track record of success, providing publicly accessible gardens for residents to harvest fresh, local food; and

WHEREAS, the City of Palmer has endorsed Grow Palmer and has provided financial support for three years; and

WHEREAS, the community benefits from increased volunteer engagement, exposure for local producers, and improved access to healthy food for all; and

WHEREAS, Grow Palmer volunteers logged over 2100 work hours on the Palmer public food project in 2015; and

WHEREAS, Palmer has existing leases and Special permits with the Alaska Railroad on property north of the Palmer Depot that could become a public garden upon concurrence of the Alaska Railroad.

NOW, THEREFORE, BE IT RESOLVED that the Palmer Parks, Recreation and Cultural Resources Advisory Board has voted to support designation of area along the Railroad Right-Of-Way north of the Depot as a new Grow Palmer garden area.

NOW BE IT FURTHER RESOLVED that the Board requests the City seek authorization from the Alaska Railroad to permit the establishment of a new Grow Palmer garden area along the railroad right-of-way north of the depot.

Passed and approved by the Parks, Recreation & Cultural Resources Advisory Board of Palmer, Alaska, this \_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Helene Antel, Chair

\_\_\_\_\_  
Sandra Garley, Director of Community Development

### 2015 Parks, Recreation & Cultural Resources Advisory Board Meetings

Meeting Date	Meeting Type	Meeting Time	Notes
December 3, 2015	Regular	7:00 PM	

### 2016 Parks, Recreation & Cultural Resources Advisory Board Meetings

Meeting Date	Meeting Type	Meeting Time	Notes
January 7, 2016	Regular	7:00 PM	
February 4, 2016	Regular	7:00 PM	
March 3, 2016	Regular	7:00 PM	
April 7, 2016	Regular	7:00 PM	
May 5, 2016	Regular	7:00 PM	
June 2, 2016	Regular	7:00 PM	
July 7, 2016	Regular	7:00 PM	
August 4, 2016	Regular	7:00 PM	
September 1, 2016	Regular	7:00 PM	
October 6, 2016	Regular	7:00 PM	
November 3, 2016	Regular	7:00 PM	
December 1, 2016	Regular	7:00 PM	