

# BOARD OF ALDERMEN

ITEM NO. (B) 1

## AGENDA ITEM ABSTRACT

MEETING DATE: April 24, 2012

**TITLE: Public Hearing on a Land Use Ordinance Text Amendment Establishing Bicycle Parking Requirements**

<b>DEPARTMENT: Planning</b>	<b>PUBLIC HEARING: YES <u>X</u> NO <u>    </u></b>
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"><li><b>A.</b> Consistency resolutions and draft ordinance – bicycle parking requirements</li><li><b>B.</b> Pages from Comprehensive Bicycle Transportation Plan – bicycle parking</li><li><b>C.</b> Recommendations from Planning Board, TAB and Orange County</li></ul>	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker – 918-7329 Christina Moon – 918-7325 Patricia McGuire – 918-7325 Mike Brough – 929-3905

### PURPOSE

The Transportation Advisory Board has recommended amendments to the Land Use Ordinance relating to bicycle parking requirements. The Board must receive public comment before taking action on the draft ordinance.

### INFORMATION

#### **Background**

The Board of Aldermen adopted the Comprehensive Bicycle Transportation Plan on March 24, 2009. The Bike Plan recommended that the Land Use Ordinance (LUO) be amended to require bicycle parking for certain land uses. *Attachment B* includes an excerpt of the Bike Plan's recommendations. The entire Bike Plan is available on the Town of Carrboro transportation web page: <http://townofcarrboro.org/pzi/Trans/transportation.htm>.

On September 15, 2011, the Transportation Advisory Board recommended that the Board of Aldermen amend the LUO as recommended by the Bike Plan. The TAB recommendation is included in *Attachment C*.

Currently, no bike parking requirements exist in the LUO. Sec. 15-291(d)(1) allows a one-space reduction in required automobile parking with the provision of a bike rack that parks at least five bikes.

#### **Bicycle parking requirements for multi-family developments**

The Bike Plan recommends "1 to 2" bike parking spaces per unit for multi-family developments. The Board is asked to consider a one-space or two-space per unit requirement or, to adopt a different benchmark to meet this need. The draft ordinance currently shows a 1 space per unit rate.

## Changes made to the draft ordinance since the March 20, 2012, Board meeting setting the public hearing

In the draft ordinance, subsection (j) recommending wayfinding signage has been eliminated as this recommendation is already addressed by subsection (c). Other editorial changes have been made based on the recommendation of the Town Attorney, and could be identified at the meeting.

### *Joint advisory board review*

The draft ordinance was reviewed by the Planning Board and TAB on April 5, 2012. It was also reviewed by Orange County Planning and Inspections Department and found to have no inconsistency with the adopted *Joint Planning Area Land Use Plan*. The Planning Board's recommendation and Orange County's review letter are included in *Attachment C*.

### *TAB suggested changes on April 19*

The TAB reviewed the draft ordinance on April 19, and suggested several amendments to the ordinance. The TAB did not formalize these suggestions by making a recommendation that was voted on. They are presented here as informational items to the Board.

1. In the Table of Bicycle Parking Standards:

Table of Bicycle Parking Standards	
Use	Bicycle Parking Requirement
1.300	<del>1 space</del> <u>1.5 spaces</u> per unit
2.100 2.200 2.300	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
3.100 3.200	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
5.100	1 space per <del>15 students</del> <u>10 students</u> plus 1 space per 10 employees
6.200	1 space per 4 presumptively required auto spaces
8.100 8.200	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
10.100	1 space per 10 auto spaces, <u>with a minimum of 5 spaces</u>
34.100	1 space per 5 rooms, up to 50 rooms; 1 space per 10 rooms above 50 rooms

2. In Section 15-295.1 Design Standards for Bicycle Parking:

(a) Bicycle parking may be located in any parking area or in other locations that are easily accessible, clearly visible from the entrance it serves, and do not impede pedestrian or motorized vehicle movement into or around the site. ~~Sheltered parking is preferred.~~ At least 50 percent of bicycle parking shall be sheltered. Designating space for bicycle parking within buildings is an option to consider when feasible.

3. In Section 15-295.1 Design Standards for Bicycle Parking:

(h) Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both

wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to the frame, wheels, or components. The rack designs commonly known as ~~an~~ “inverted U-rack”, “A”, and “post-and-loop” ~~are~~ is the preferred types.

### **FISCAL AND STAFF IMPACT**

Public hearings involve staff and public notice costs. Approximately ten hours of staff time has been needed to provide administration for the LUO amendment prior to the public hearing and for Planning Board and TAB review.

There is minimal direct fiscal or staff impact of this proposed ordinance amendment. During the development review process, staff will need to review bike parking calculations and design just as is done currently for vehicle parking.

### **RECOMMENDATION**

Staff recommends that the Board of Aldermen adopt the resolutions finding consistency and adopt the draft ordinance establishing bicycle parking requirements (*Attachments A-1 and A-3*).