

# BOARD OF ALDERMEN

ITEM NO. D(7)

MEETING DATE: June 19, 2012

**TITLE: Land Use Ordinance Text Amendment Establishing Bicycle Parking Requirements**

<b>DEPARTMENT: Planning</b>	<b>PUBLIC HEARING: YES ___ NO _X_</b>
<b>ATTACHMENTS:</b> A. Consistency resolutions and draft ordinance – bicycle parking requirements B. Pages from Comprehensive Bicycle Transportation Plan – bicycle parking C. Recommendations from Planning Board, TAB and Orange County	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker – 918-7329 Christina Moon – 918-7325 Patricia McGuire – 918-7325 Mike Brough – 929-3905

## PURPOSE

On April 24, 2012, the Board of Aldermen held a public hearing on a draft Land Use Ordinance amendment relating to bicycle parking requirements. The Board provided follow-up questions and comments to be addressed at a future meeting.

## INFORMATION

### **Background**

The materials from the April 24, 2012, public hearing are here:

- Agenda: [http://www.townofcarrboro.org/BoA/Agendas/2012/04\\_24\\_2012.htm](http://www.townofcarrboro.org/BoA/Agendas/2012/04_24_2012.htm).
- Minutes: [http://www.townofcarrboro.org/BoA/Minutes/2012/04\\_24\\_2012.pdf](http://www.townofcarrboro.org/BoA/Minutes/2012/04_24_2012.pdf).

At the meeting, the Board considered the draft ordinance, which is based on the recommendation in the Comprehensive Bicycle Transportation Plan. The entire Bike Plan is available on the Town of Carrboro transportation web page:

<http://townofcarrboro.org/pzi/Trans/transportation.htm>. Relevant excerpts are in *Attachment B*.

The Transportation Advisory Board and Planning Board also made recommendations on the draft ordinance (*Attachment C*).

### *Transportation Advisory Board – timeline of recommendations*

- September 15, 2011 – Recommendation that the Board of Aldermen amend the LUO as recommended by the Bike Plan, Ch. 5, and to include or reference the design guidelines on pp. 7-32 and 7-33 of the Bike Plan.
- May 3, 2012 – Recommendation that the Board of Aldermen adopt the draft LUO amendment, with revisions. The revisions can be seen in *Attachment C-3*.

### *Planning Board – timeline of recommendations*

- April 5, 2012 – Recommendation “that the Board of Aldermen approve the draft ordinance, and [the Planning Board] further believes that a minimum of two bicycle parking spaces would be a reasonable number per unit for use 1.3 (multi-family residences)” along with associated findings.
- May 17, 2012 – Recommendation on TAB suggested revisions and providing additional comments.

### **Summary of recommended changes since April 24**

At the April 24 Board meeting, Ald. Slade suggested that the draft ordinance (*Attachment A-3*) be revised to reflect subsequent TAB recommendations. The draft ordinance has been amended accordingly.

#### *Requirement for multifamily developments (1.3)*

Since the Bike Plan recommends “1 to 2” bike parking spaces per unit for multi-family developments, the Board was 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 the 1.5-space-per unit rate as recommended by the TAB. Staff recommend that the Board consider the advisory board recommendations in coming to a final decision on this rate.

- TAB recommendation (May 3) recommends 1.5 spaces per unit.
- Earlier Planning Board recommendation (April 5) stated that 2 spaces per unit “would be a reasonable number”.

#### *Requirement for schools (5.1)*

- TAB recommendation (May 3) recommends 1 space per 10 students plus 1 space per 10 employees. This is reflected in the current draft ordinance. The earlier version of the draft ordinance reflected the Bike Plan recommendation of 1 space per 15 students plus 1 space per 10 employees.

#### *Requirement for independent automobile parking lots or garages (10.1)*

- TAB recommendation (May 3) recommends adding a minimum of 5 spaces. This is reflected in the current draft ordinance. The earlier version of the draft ordinance reflected the Bike Plan recommendation, which did not specify a minimum.

#### *Sheltered/covered bike parking*

- TAB recommendation (May 3) recommends a requirement that 50 percent of bicycle parking be sheltered. This is reflected in the current draft ordinance.
- Planning Board recommendation (May 17) states: “The Planning Board agrees with the TAB’s suggested changes to the bicycle parking ordinance, including those related to covered parking.”

#### *Design standards*

At the April 24 meeting, Ald. Lavelle requested that the draft ordinance be amended to include the prohibition of the use of bicycle racks known as “comb,” “wave,” and “toast.” Should the Board wish to implement this suggestion, it could be made by changing “discouraged” in Sec 15-295.1(h) to “prohibited”. The Planning Board’s recommendation suggests that these racks would not be counted toward fulfilling bicycling parking requirements or meeting the parking space reduction bonus.

- TAB recommendation (May 3) recommends the following change:

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. The “wave”, “toast”, and “comb” racks, as described in Chapter 7, Figure 7-60, of the Comprehensive Bicycle Transportation Plan, are discouraged.

- Planning Board recommendation (May 17) makes the following comments:
  1. That only the preferred rack designs be counted toward the number of required of bicycle spaces for a site, and that only preferred designs should be counted toward parking reduction from the presumed minimum standard of auto parking spaces.
  2. Unique and customized racks where appropriate (and meeting the standards of this ordinance) must be reviewed by planning staff.

### *Wayfinding signage*

- Planning Board recommendation (May 17) makes the following comment:
  3. C) and J) in the revised language seem to be very similar in intent. Staff should review these to determine their potential redundancy.

Subsection J) was initially included in the draft amendment during the March 20, 2012 Board of Aldermen meeting, when the Board set the public hearing on this matter. It was subsequently removed due to its redundancy and is no longer in the current draft amendment.

### **FISCAL AND STAFF IMPACT**

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*).