

City Council Agenda Items
and
Contracts, Leases or Agreements

2/7/2012

City Council Meeting Date
Agenda Items Only

Leif Olson
Submitted By

Planning
Division

Development Services
Department

Action Required:

ADM 11-4018: (CHAPTER 172: PARKING AND LOADING AMENDMENTS): Submitted by Staff to repeal and replace section 172.10: Bicycle Parking Rack Requirements of the Unified Development Code.

Cost of this request	\$ -	Category / Project Budget	Program Category / Project Name
Account Number	\$ -	Funds Used to Date	Program / Project Category Name
Project Number	\$ -	Remaining Balance	Fund Name

Budgeted Item

Budget Adjustment Attached

Leif Olson
Department Director 01-19-2012
Date

Previous Ordinance or Resolution # _____

Kim G.
City Attorney 1-19-12
Date

Original Contract Date: _____

Original Contract Number: _____

Paul a. Bahr
Finance and Internal Services Director 1-20-2012
Date

Received in City Clerk's Office 01-19-12 P03:24 RCVD
Kim G.

Day Man
Chief of Staff 1-20-12
Date

Received in Mayor's Office
ENTERED
1/20/12
JK

Frederick J. Fisher
Mayor 1/23/12
Date

Comments:

CITY COUNCIL AGENDA MEMO

To: Mayor Jordan, City Council

Thru: Jeremy Pate, Development Services Director *JP*
Don Marr, Chief of Staff

From: Leif Olson, Associate Planner *LO*

Date: January 18, 2012

Subject: ADM 11-4018 UDC Amendment Chapter 172.10 Bicycle Parking Rack Requirements

RECOMMENDATION

Staff and the Planning Commission recommend approval of an ordinance to amend Unified Development Code Chapter 172: Parking and Loading (ADM 11-4018).

BACKGROUND

The City of Fayetteville first adopted the Bicycle Parking Rack Ordinance in 2001. This ordinance required that new commercial and high density residential uses install an adequate number of bicycle parking racks determined as a percentage of the automobile parking spaces required of the development. The ordinance also prescribed the type of bicycle rack allowed, spacing of racks, methods for anchoring and site considerations such as proximity to building entrances, etc. The existing bike rack ordinance does not allow for much variation in bike rack design. Recently, the City has had individuals and businesses express interest in installing alternative or artistically designed bike racks that could count towards the bike rack requirements for development. Under the existing ordinance this is not possible because only the one-piece inverted U-shaped bicycle rack is permitted. Per the ordinance, the number of bicycle racks required is proportional to the number of off-street automobile parking spaces required.

PROPOSAL

Staff proposes to repeal and replace section 172.10: Bicycle Parking Rack Requirements to be more consistent with the Association of Pedestrian and Bicycle Professionals (APBP) industry standards. Staff has worked with the Engineering Division to amend this ordinance so that it will be more flexible in the type of bicycle racks permitted. Additionally, staff proposes increasing the ratio of bicycle racks to parking spaces required for both residential and non-residential developments. The Planning Commission voted 6-2 in favor of the proposed bicycle rack requirements ordinance amendments at their January 3, 2012 meeting.

BUDGET IMPACT

None.

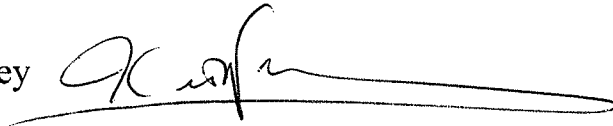
Kit Williams
City Attorney

Jason B. Kelley
Assistant City Attorney

TO: **Mayor Jordan**
City Council

CC: **Don Marr**, Chief of Staff
Jeremy Pate, Development Services Director
Leif Olsen, Long Range Planner

FROM: **Kit Williams**, City Attorney



DATE: **January 19, 2012**

RE: **Bicycle Parking Rack Requirements**

When the new §172.10 was presented to the Planning Commission, some Planning Commissioners questioned whether every non-residential development should be required to have bicycle racks based upon the number of car parking spaces. Certain businesses like auto body shops and funeral homes would seem to have little if any need for bicycle racks (and certainly not the 5% of car parking spaces ratio).

On the other hand, residential developments (especially multifamily apartments) might need more bicycle racks than the about 3% level mandated in the new ordinance (which is actually slightly higher than the current ordinance for over 150 unit apartment complexes). The ordinance could encourage more bicycle racks where appropriate (such as the proposed Maple & Lafayette Street apartment complexes near the Frisco Trail) by permitting increased bike racks to reduce the number of required car parking spaces.

Any of these possible changes would need to be amended into (C) *Number of Bicycle Racks Required* of §172.10. See Exhibit "A". Now is the time to consider any such amendment before the replacement §172.10 is enacted.

ORDINANCE NO. _____

AN ORDINANCE TO REPEAL §172.10 BICYCLE PARKING RACK REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE AND TO ENACT A REPLACEMENT §172.10

WHEREAS, §172.10 Bicycle Parking Rack Requirements of the Unified Development Code has proven to be too restrictive in design and location requirements; and

WHEREAS, the Planning Department recommends §172.10 Bicycle Parking Rack Requirements be made more consistent with the 2010 “Bicycle Parking Guidelines” of the Association of Pedestrian and Bicycle Professionals.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby repeals §172.10 **Bicycle Parking Rack Requirements** of the Unified Development Code and enacts a new §172.10 **Bicycle Parking Rack Requirements** as shown in Exhibit “A” attached hereto.

PASSED and APPROVED this 7th day of February, 2012.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

Exhibit "A"

172.10 Bicycle Parking Rack Requirements

- (A) *Applicability.* All new construction or expansions requiring five (5) or more off-street automobile parking spaces shall provide bicycle parking as required by this chapter. Any property owner required to have bicycle parking may elect to establish a shared bicycle parking facility with any other property owner within the same block to meet the combined requirements.
- (B) *Definition.* A bicycle rack is a fixture designed to park bicycles that can be secured with a standard u-shaped bicycle lock. Each bicycle parking rack holds two bicycles.
- (C) *Number of Bicycle Racks Required.* The minimum number of bicycle parking racks required is determined by the number of parking spaces required for the type of land use. Alternative rack designs may be approved by the Planning Division so long as they have the bicycle capacity storage equivalent to total number of standard bicycle racks required. The following standards shall determine the number of bicycle racks required based on the number of automobile parking spaces in the development:
- (1) *Non-residential Development.* Non-residential development shall provide one (1) bicycle parking rack per twenty (20) automobile parking spaces. At a minimum the development shall provide one (1) bike rack.
 - (2) *Residential Development.* Residential development shall provide (1) bicycle rack per thirty (30) dwelling units. At a minimum the development shall provide one (1) bike rack.
- (D) *Bicycle Rack Site Design.* Careful consideration should be given to the layout and location of bicycle racks. For optimal functionality the following standards shall apply in determining the layout and position of bicycle racks:
- (1) *Spacing between bicycle racks.* Each bicycle parking space shall have 36" of clear space, paved or unpaved, beside the rack allowing each rack to

support two bicycles. The 36" dimension may overlap another bicycle parking space such that racks positioned in a parallel row may be 36" on center. The minimum length dimension required is 8' free and clear (See: Figure 1).

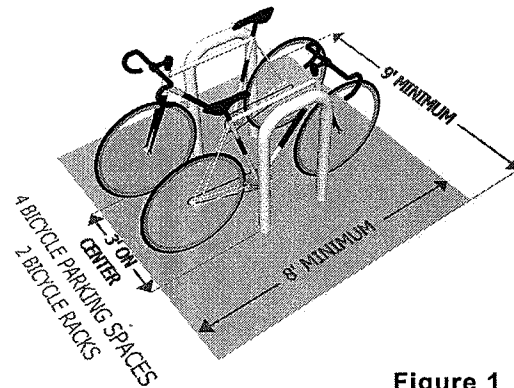


Figure 1

- (2) *Location of Bicycle Parking Racks.* Bicycle racks should be located in areas where they are useful to the bicyclist while not impeding access. The following standards shall apply when determining the location of bicycle racks:
 - (a) Bicycle parking racks should be located within 50 feet of a public entry. In locations that have multiple entrances, such as shopping areas, bicycle parking racks should be distributed near all major points of public entry.
 - (b) Bicycle parking facilities should have adequate lighting for the operation of combination and key locks at night and to minimize theft.
 - (c) Bicycle parking racks should be positioned so that no pedestrian traffic is impeded.
 - (d) Bicycle parking racks should not be located within bus stops, loading zones, or other curb space where on-street parking is permitted unless approved by the City Engineer.

- (e) Bicycle parking racks shall have a 15' 0" clearance from the edge of fire hydrants.
- (f) Bicycle parking racks should have a 4' 0" clearance from existing street furniture, including mailboxes and light poles.
- (g) Bicycle parking rack location shall not interfere with ADA standards.

(E) *Bicycle Rack Specifications.* The Planning Division has pre-approved the standard inverted u-shaped bicycle rack (see figure 1). Applicants may also request an alternative design with Planning Division approval (see examples in figure 2). All bicycle racks shall be designed so that they support a bicycle at two points on the bicycle frame and such that the bicycle may be securely locked with a u-shaped bicycle lock (See figure 3).

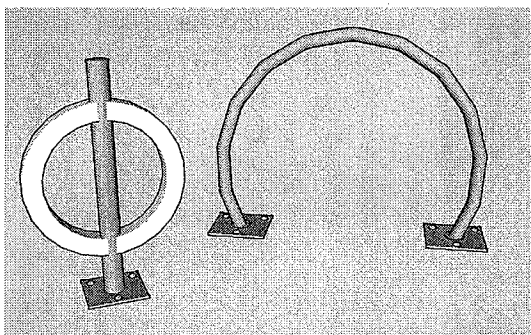


Figure 2

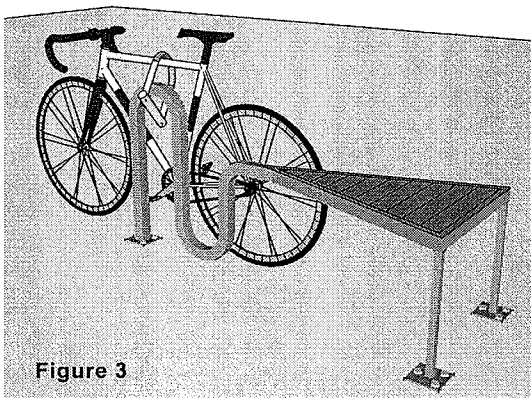


Figure 3

- (F) *Materials.* Racks are to be constructed of 1½ inch, Schedule 40 steel pipe (1.90" x 0.145" wall).
- (G) *Finishes.* Unless the pipe material is stainless steel, the pipe shall have PVC coating, powdercoat finish or hot-dipped galvanized finish applied after the flange has been welded in place (Surface Mount Method) or the anchoring cross bar/supports have been fitted (Embedment Method).
- (H) *Anchoring.* Bicycle racks shall be anchored with one of the following methods:

- (a) *Embedded in concrete.* The rack legs shall extend a minimum of 9" into a concrete footing with an anchoring crossbar mounted 3 inches above the base.
- (b) *Surface flange mount.* A pre-drilled, steel flange, minimum 8 inch square, shall be welded to the bottom of each leg before final finish is applied. The flange shall have a minimum of three bolt holes. Each bolt hole shall accept a ½ inch diameter steel bolt.
- (c) *Alternative anchoring methods.* Alternative methods of anchoring bicycle racks may be permitted with approval of the City Engineer.

172.10 Bicycle Parking Rack Requirements

~~space where on-street parking is permitted unless approved by the City Engineer.~~

~~(A) When bicycle parking racks are required. All proposed new construction requiring twenty-five (5) off-street, automobile parking spaces or more shall require bicycle parking. All proposed or required expansions in automobile parking lots shall also meet the requirements of this ordinance.~~

~~(5) Bicycle parking racks shall have a 15' 0" clearance from the edge of fire hydrants.~~

~~(6) Bicycle parking racks should have a 4' 0" clearance from existing street furniture, including mailboxes and light poles.~~

~~(B) Amount of bicycle parking racks required. The following table shall be used to determine the minimum number of bicycle parking racks to be provided. (Note: each rack equals two bicycle parking spaces).~~

~~(7) Bicycle parking rack location shall not interfere with ADA standards.~~

~~(F) Variations in requirements.~~

Total bicycle racks required	Equivalent total off-street automobile parking required by code in a non-residential development	Equivalent total off-street automobile parking required by code in a residential development
1	5-30	5-50
2	31-60	51-100
3	61-90	101-150
4	91-120	151-200
5	121-150	201-250
1 additional rack per/	Each additional 100 spaces	Each additional 150 spaces

~~(1) Shared bicycle parking. Any property owner required to have bicycle parking may elect to establish a shared bicycle parking facility with any other property owner within the same block to meet the combined requirements.~~

~~(2) Rack configuration. Custom bicycle parking racks may be permitted subject to Planning Division approval. Custom racks shall meet the material and embedment specifications in this chapter. Custom racks in the form of signage or corporate logos shall not be permitted.~~

~~(G) Procedure for compliance.~~

~~(C) Definition of a bicycle parking rack. Each bicycle parking rack holds two bicycles. Each rack shall be an inverted U-type rack (as per specifications).~~

~~(1) For projects requiring bicycle parking, the bicycle parking shall be indicated on the site plan that is submitted to the Planning Division for approval. All site plans must be drawn to scale.~~

~~(D) Spacing of racks. Each bicycle parking space shall have 2' 0" x 6' x 0" clear space, paved or unpaved, beside the rack allowing each rack to potentially count as two spaces. The 2' 0" dimension may overlap another bicycle parking space such that racks positioned in a parallel row may be 2' 6" on center (See: Figure 1).~~

~~(2) Shared bicycle parking agreements that meet the requirements of this ordinance shall be automatically approved.~~

~~(E) Position of bicycle parking racks.~~

~~(H) Specifications.~~

~~(1) Bicycle parking racks should be located within 50 feet of a public entry.~~

~~(1) Design. Each rack shall be an inverted U-type rack designed with either extended legs for embedment in concrete footing, or with steel flange for bolting onto paved surface. The apex of the U shall be 2' 9" - 3' 0" above the ground. The legs of the U-shape shall be 4' 6" on center.~~

~~(2) Bicycle parking facilities should have adequate lighting for the operation of combination and key locks at night and to minimize theft.~~

~~(a) With embedment. The rack legs shall extend 9" into a concrete footing. Before applying finish, the pipe shall be drilled 3 inches above the base and fitted with a 6 inch long, 7/16 inch diameter steel cross bar. This cross bar shall be welded into place, lies horizontally and acts as an anchor.~~

~~(3) Bicycle parking racks should be positioned so that no pedestrian traffic is impeded.~~

~~(b) With flange mount. A pre-drilled, steel flange, minimum 8 inch square, shall be~~

~~(4) Bicycle parking racks should not be located within bus stops, loading zones, or other curb~~

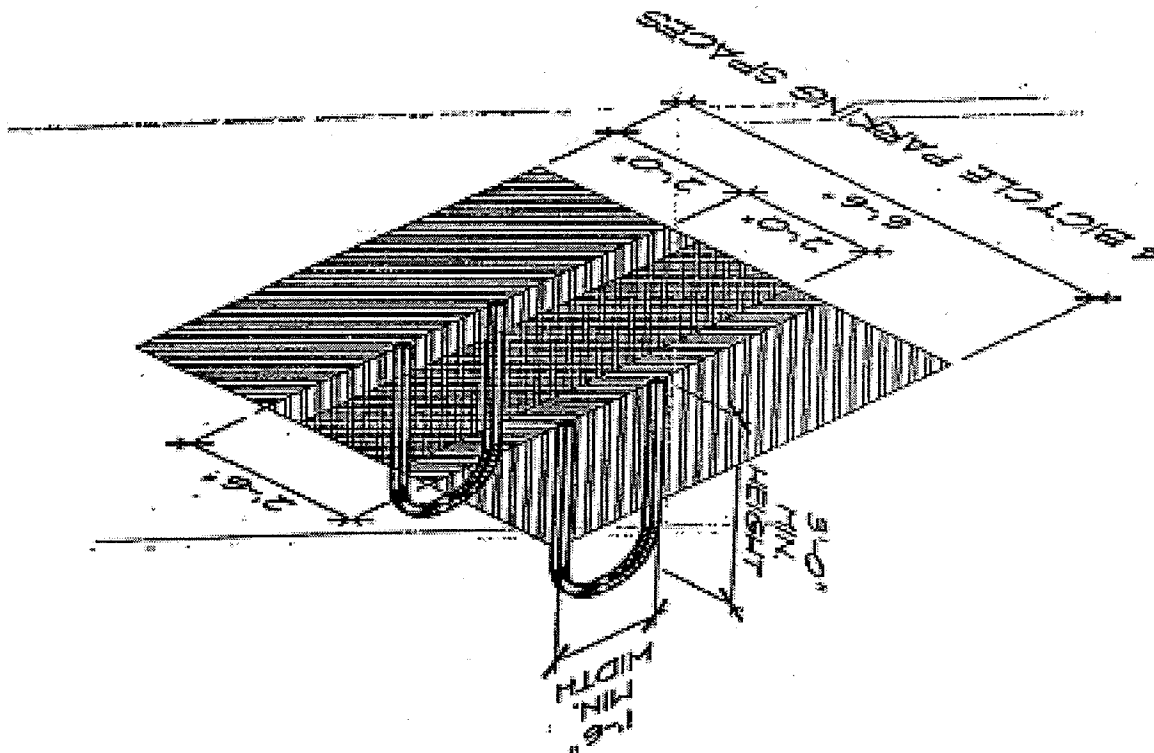
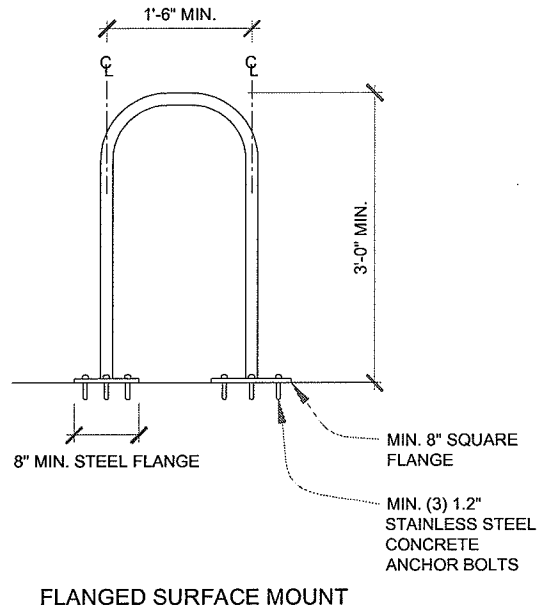
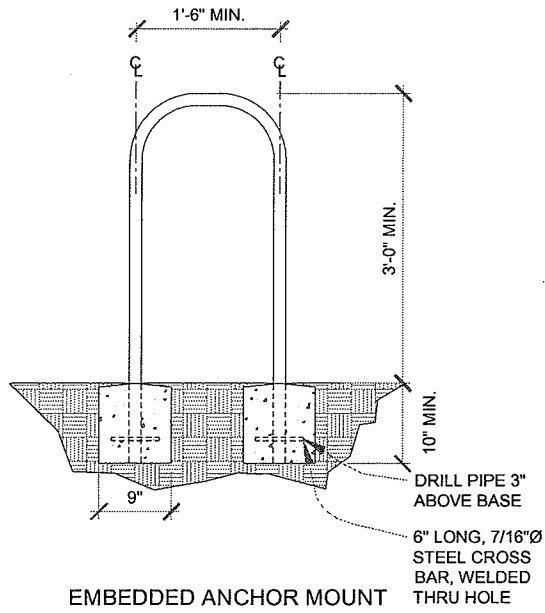


Figure 1. Two racks spaced 2 feet 6 inches on center and equaling 4 parking spaces.

- welded to the bottom of each leg before final finish is applied. The flange shall have a minimum of three bolt holes. Each bolt hole shall accept a 1/2 inch diameter steel bolt.
- (2) **Materials.** Racks are to be constructed of 1 1/2 inch, Schedule 40 steel pipe (1.90" x 0.145" wall). The pipe shall be bent in one piece (not welded in sections).
- (3) **Finishes.** Unless the pipe material is stainless steel, the pipe shall have PVC coating, powdercoat finish or hot-dipped galvanized finish applied after the flange has been welded in place (Surface Mount Method) or the anchoring cross bar has been fitted in a drilled hole (Embedment Method).
- (4) **Anchoring the rack.** Paving is not required, however, racks shall be securely anchored through one of the two following methods:
- (a) **With embedment.** The rack shall be embedded in a minimum of 9 inch diameter, 10 inch deep concrete footing. (See: Illustration—Embedded Anchor Mount)
- (b) **With flange mount.** Racks shall be anchored with 3 inch anchor bolts, 1/2 inch in diameter. Mounting flange shall be a minimum 3/4 inch plate. (See: Illustration—Flanged Surface Mount).



(Ord. No. 4293, 2-20-01; Ord. 5297, 12-15-09)