

December 16, 2010

TO: Aaron Cain, Durham City-County Planning Department
Lisa Miller, Durham City-County Planning Department

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

RE: Ninth Street Design District Text Amendment: Bicycle Parking Requirement

Dear Mr. Cain and Ms. Miller,

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) has reviewed the pending text amendment for the Ninth Street Design District, and has a concern about 10.3.3.B of the proposed amendment (copied below). Our concern is that it would require too few or too many bicycle parking spaces for some uses relative to what is required outside downtown or compact design districts.

Earlier this year, BPAC provided input into a text amendment that modified the calculation of required minimum bicycle parking for all other tiers in the UDO. This text amendment, which anchored bicycle parking to use rather than just a percentage of motor vehicle parking, was adopted by both governing bodies in August of this year. This resulted in a new column in the use chart of 10.3.1.

It appears that the bicycle parking guidelines for the proposed Ninth Street Design District text amendment are identical to what was adopted as part of the Downtown Tier text amendment, which was being finalized as BPAC began working on the amendment mentioned above.

With regard to 10.3.3.B.1, the text establishes a threshold of 10,000 square feet before bicycle parking is required. Per the required bicycle parking minimums shown in the use chart of 10.3.1, there is no similar threshold for these uses outside of design districts. Our concern is that this would provide less bicycle parking for many uses relative to other tiers. The opposite issue exists with the text in 10.3.3.B.2. We feel that this would require too much bicycle parking for residential uses within design districts.

We would suggest the following three changes:

1. Remove 10.3.3.B.1, or mention that the bicycle parking minimums in 10.3.1 would apply (aside from the restaurant and retail uses mentioned in 10.3.3.A).
2. Modify 10.3.3.B.2 to require that bicycle parking be provided at a rate of 1 per 5 units where there is multi-family residential. This is twice the amount required outside of design districts, but far less than 1 bicycle parking space for each unit.
3. Modify the column heading for bicycle parking in 10.3.1 to reflect what is done with 10.3.3.B.1 & 2.

A recent development in the Ninth Street area reflects the impact of what is recommended in 10.3.3.B. Below is a chart of what would be required of this development under current guidelines in the UDO, and what would be required under the Ninth Street Design District Text Amendment:

Use	Amount	Bike Parking: Current Ordinance	Bike Parking: Proposed Text Amendment
Residential (multi-family)	200 units	20	200
Office	6,400 sq. ft.	2	0
Restaurant	5,000 sq ft.	3	5
Retail	5,000 sq ft.	3	5

The requirements for residential parking would go from 20 to 200. On the other hand, no bicycle parking would be required for office. The same result would occur for any other use that does not exceed 10,000 square feet. However, we do agree with what is proposed with 10.3.3.A, which requires a modest increase in bicycle parking for restaurant and retail uses relative to what is required in other tiers.

Please contact us if you have any questions or concerns about our recommended changes.

Sincerely,



Alan Dippy
Chair

cc: H. Wesley Parham, Durham Department of Transportation
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO

10.3.3 Bicycle Parking in the Downtown Tier and Design Districts within Other Tiers

Uses within ~~the Downtown Tier~~ Design Districts shall provide bicycle parking based on the category and square footage of each use.

A. Restaurant and Retail Sales and Services

Restaurant and retail sales and services use categories shall provide bicycle parking at a minimum rate of one bicycle parking space per 1,000 square feet of usable floor area.

B. All Other Uses

1. For all non-residential uses of 10,000 square feet or more bicycle parking shall be provided at a minimum rate of one bicycle parking space per 5,000 square feet of usable floor area.
2. For all residential development bicycle parking shall be provided at a minimum rate of one bicycle parking space per dwelling unit.