



City of Hallandale Beach Planning and Zoning Board Agenda Cover Memo

Primary Application Type:	CODE AMENDMENT	Hearing Date:	March 28, 2018		
Additional Applications:	N/A	Public Hearing:	YES X	NO	
Code Section & General Title:	Chapter 32 Hallandale Beach Bicycle Parking and Facilities	Quasi-Judicial:	YES	NO X	
Applicant:	City of Hallandale Beach	Workshop:	YES	NO X	
Application #	LDC- 18-153	Advertisement Type Required:	DISPLAY	REGULAR X	N/A
Staff Recommendation:		Approve	Approve with Conditions		Reject
		X			
Applicant Request:	City Administration is proposing to: a. Amend the Zoning and Land Development Code to create city-wide bicycle parking regulations in Section 32-458 b. Amend Section 32-203 (d).				
The subject application has been reviewed and processed pursuant to policies and regulations contained within: <ul style="list-style-type: none"> ▪ City of Hallandale Beach Comprehensive Plan ▪ City of Hallandale Beach Code of Ordinances ▪ Broward County Land Use Plan 		Strategic Plan Priority Area:			
		<input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Quality <input checked="" type="checkbox"/> Vibrant Appeal			
Sponsor Name:	Keven R. Klopp, Development Services Director	Prepared By:	Eric L. Houston, Transportation and Mobility Planner		

Short Title:

**AN DISCUSSION REGARDING PROPOSED CITY-WIDE BICYCLE
PARKING REGULATIONS**

Staff Summary:

Background

On November 5, 2014, the City Commission adopted Ordinance No. 2014-31 (Exhibit 2), which established zoning regulations, including parking and bicycle regulations for properties within the Regional Activity Center (RAC). No bicycle parking provisions were created, nor exist in the Zoning and Land Development Code for properties outside the RAC.

In 2015, the City engaged the services of a transportation planning consultant, The Corradino Group, to assist in the preparation of the Mobility Plan (Exhibit 3), in an effort to find sustainable solutions to traffic congestion in the City. The draft Mobility Study has resulted in a set of recommendations for each mode of transportation: Vehicular, Bicycling, Pedestrian, and Transit. Analysis of the needs of the City involved looking at each mode separately, and addressing first the most basic requirements for each individual mode to be viable. As a result of these efforts, the City determined it necessary to expand bicycle and parking facilities regulations city-wide and propose the attached Ordinance (Exhibit 1).

Hallandale Beach is the third densest city in the state of Florida. High density coupled with its small geographic boundaries and proximity to the ocean and waterways makes bicycling a very desirable mode of transportation in this city. One of the most common obstacles for bicyclists is the lack of bicycle parking at destinations and residences.

The issue relative to transportation planning in the past concerns regular increases in traffic and lack of roadway capacity to maintain an adequate level of service at peak periods. Traffic congestion is severe and progressively increasing, and it is expected to continue to do so based on future development projects. By using alternative modes of transportation and adding capacity into the roadway system such issues will be successfully addressed as well as the improvement of the quality of life for the citizens and businesses.

Bicycle parking helps enhances cycling as a transportation mode, promotes a more orderly streetscape, is good for business, and encourages more people to ride providing a healthier lifestyle.

Why Action is Necessary

Pursuant to Chapter 2-231 of the City's Code of Ordinances, the Planning and Zoning Board shall review and make advisory recommendations to the City Commission with regard to Zoning and Land Development Code Amendments.

Current Situation

Currently, the Zoning and Land Development Code, Section 32-203(d) provides bicycle parking and facility regulations for the properties within the RAC Corridor and Transit Core Sub-districts of the Central Regional Activity Center (RAC) zoning districts. Such regulations do not exist for properties outside of the RAC.

Analysis

Bicycle parking regulations in the RAC would be addressed through City-wide bicycle regulations

Bicycle Parking and Facilities proposed to be a new section under 32-458 for the point of this discussion the analysis is written as a proposed code amendment to elaborate on the effects of a potential bicycle parking code.

(a) ***Would Be Applicable To.*** Bicycle parking and facilities shall be provided on-site within the City of Hallandale Beach. The provisions of this section shall apply to:

- (1) All new uses, including but not limited to multi-family residential developments with 10 units or more, non-residential developments, civic, and commercial uses set forth in the provisions of this section requiring planning approval or a building permit.
- (2) Existing developments that involve a change in use (e.g. from retail to quick serve restaurant, or residential to office) requiring planning approval or a building permit.
- (3) Existing developments that involve expansion, intensification, addition or any other changes to the site requiring planning approval or a building permit.
- (4) The provisions of this article do not apply to single-family residences, duplexes and townhouse developments of less than 10 dwelling units, unless private parking garages are provided.

(b) ***Example Definitions.***

Bicycle, also called a cycle or bike, means a human-powered, pedal-driven, single-track vehicle, having two wheels attached to a frame, one behind the other.

Bicycle parking space means a designated minimum space with a rack, locker, or wall mount which supports the bicycle in at least two places; allowing it to lock the frame and at least one wheel with a U-lock; is securely anchored to the ground or wall, and resists cutting, rusting, bending, and/ or deformation.

Facilities means improvements, amenities, or provisions to accommodate or encourage bicycling, including locker/changing rooms, showers, and storage.

Illegal rack cutting means cutting bike racks and locks to steal bikes.

Long term parking means a facility with added protection of an enclosure (shelters, bike rooms, lockers) or active surveillance, such as a bike valet, with an intended parking duration greater than two hours.

Short term parking means unsheltered, unenclosed bike racks with an intended parking duration of less than two hours.

Vehicular parking space means a space dedicated to park a standard automobile or vehicle as specified in Section 32-453.

- (c) **Proposed Minimum Number of Bicycle Parking Spaces.** Bicycle parking spaces shall be provided on-site for all uses as provided in Table 32-458(a). Uses not specifically listed in Table 32-458(a) shall require 5% of total required vehicular parking spaces split between 25% long term bicycle parking and 75% short term bicycle parking. No less than two (2) short term spaces and one (1) long term space are required for all uses.

Table 32-458 (a) Bicycle Parking Requirements per Use <i>(rounded up to the nearest whole number)</i>	
No less than two (2) short term spaces and one (1) long term space are required for all uses.	
Residential	College or university classrooms
Single-family, duplex and townhouse (more than 10 units) Long term: .5/unit or (1) bicycle hook per private parking garage. Short term: .05/unit Multi-family 10 units or more Long term: .5/unit Short term: .05/unit Plus 1 space in every private garage	Long term: 1/10 employee, 1/10 students Short term: 1/10 students Dorms, fraternities and sororities one space per 3 residents
	Commercial
Lodging (Hotel, Motel, RV Parks)	Retail, Grocery, General Sales and services Long term: 1/10,000 sf gross floor area Short term: 1/2,000 sf gross floor area
	Office

Long term: 1/20 guest rooms (camp sites) plus 1/5,000 sf gross floor for accessory uses Short term: 1/20 guest rooms (camp sites) plus 1/1,000 sf gross floor for accessory uses	Long term: 1/3,500 sf gross floor area Short term: 1/5,000 sf gross floor area
Civic non-assembly - (library, government building, etc.)	Restaurant
Long term: 1/10 employees Short term: 1/5,000 sf gross floor area	Long term: 1/2,000 sf gross floor area Short term: 1/1,000 sf gross floor area
Civic assembly	Drive-thru restaurants, gas stations and convenient stores
Long term: 1/5 employees Short term: 5% of maximum expected daily attendance	Long term: 1/2,000 sf gross floor area Short term: 1/500 sf gross floor area
Casino, Church, Theaters, Stadiums, & Other assembly	Parking Facilities
Long term: 1/20 employees Short term: 10% of total vehicular parking spaces	Short term: 1/20 total vehicular parking spaces, 6 spaces minimum Long term: 1/20 total vehicular parking spaces excluding unattended surface lots
Primary or secondary school	Industrial & Warehouse
Long term: 1/10 employees, 1/20 students long term Short term: 10% of total vehicular parking spaces short term	Long term: 1/15,000 sf gross floor area Short term to be determined by Director of Development Services
Day Care	Health care/hospitals
Long term: 1/10 employees Short term: 5% of total vehicular parking spaces	Long term: 1/20 employees, or 1/70,000 sf gross floor area (whichever is greater) Short term: 1/20,000 sf gross floor area

(d) **Proposed Bicycle Parking Spaces Design and Location.** The Development Services Director or designee shall review the location, design, and details of the bicycle spaces as part of the site plan review. Bicycle parking may encroach onto pedestrian walkways so long as the minimum Americans with Disabilities Act requirements are met. Bicycle parking spaces and facilities shall be provided in a location(s) shown on the site plan that meets the following standards:

1. All bicycle parking spaces shall be:
 - i. A minimum of two feet (2') in width and six feet (6') in length.

- ii. A two-sided maneuvering area of five feet (5') in width shall be provided between rows of bicycles. No more than ten (10) short term bicycle parking spaces shall be provided in a row.
- iii. If a room, common locker, or vehicular parking space not divided into individual spaces is used to meet these requirements, twelve square feet of floor area shall be considered the equivalent of one (1) bicycle parking space. Where manufactured metal lockers or racks are provided, each locker or stall devoted to bicycle parking shall count as one bicycle parking space.

2. Long term bicycle parking

- i. Long term bicycle parking is intended for use as long term (greater than 2 hours), overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees.
- ii. Long term bicycle parking shall be located in secure, weather-protected facilities.
- iii. Long term bicycle parking must include bicycle lockers, bicycle rooms, hooks or cages where each bicycle can be individually locked. Bicycle lockers provide secure space with a separate access door for every bicycle. Lockers shall provide a minimum depth of 6 feet and an access door of 2 feet wide when providing space for one bicycle. Some lockers divide the space into two triangular shaped spaces. Such lockers shall provide a slightly larger space (6'6" X 2'6").

All bicycle racks shall include:

- a. Controlled access, including at least one of the following:
 - i. Lease (keyed or smartcard) lockers;
 - ii. On-demand (self-lock or smartcard) lockers; or
 - iii. Keycard/code access garage cage or bicycle room.
- b. Lighting and Illumination requirements shall comply with the Florida Building Code for hallways and common areas, pursuant to Section 8-141 and Section 32-453 of the City of Hallandale Beach Code of Ordinances when located outside of a building;
- c. Visible surveillance cameras or security guards;
- d. Weather protection;
- e. Changing rooms, lockers and showers; and

f. Outreach and education about facilities available.

3. Short term bicycle parking

- a. Short term bicycle parking is intended for transient or short-term (less than 2 hours) use by visitors, guests and patrons to the building or use.
- b. Short term bicycle parking shall be located on-site in a publicly-accessible area with convenient access from the building or structure and street or other bicycle right-of-way.
- c. Short term bicycle parking shall be clean, highly visible, secure and well-lit.
- d. Shall be located within or adjacent to civic and public open space, a building or structure, either on the ground floor, or main level (first floor) in parking garage.
- e. Short term bicycle racks shall comply with the dimensions and requirements set forth in this Section 32-458(d)3v. Variations to compliance with the requirements for short term bicycle parking spaces must be approved by the Development Services Director or designee.

1. All bicycle racks shall:

- a. support bicycles at two or more points of contact in order to prevent bicycles from falling;
- b. allow locking of bicycle frames and one wheel with U-locks;
- c. use square tubes to resist illegal rack cutting;
- d. minimize maintenance costs (i.e. galvanized finish resists corrosion);
- e. not require lifting of a bicycle;
- f. be mounted securely to the floor;
- g. provide convenience and visibility to approaching cyclists and pedestrians with a minimum height of 32 inches;
- h. identified by signage; and
- i. located no more than 50' from main entrance.

4. *Signage:* Signs shall be posted stating where bicycle parking spaces are located in each building or structure where bicycle parking spaces are required. The signs shall be located in a prominent place at each entrance to the building or structure. The sign shall be compliant with standards by the Americans with Disabilities Act and placed in a highly visible location.

- (f) **Proposed Facilities.** A bicycle pump and repair station shall be provided at all city parks and all new developments required to provide 50 or more bicycle parking spaces. For non-residential uses, showering and changing facilities shall be provided at 1 per 25 long term bicycle parking spaces to provide employees with a place to shower, change, and store personal belongings as to encourage bicycle commuting. Such facilities are not required where private showering facilities are provided.
- (g) **Proposed Conversions.** For a building or structure existing prior to the effective date of this section, June XX 2018, property owner may convert one percent (1%) of the amount of vehicular parking spaces surplus to vehicular parking requirements to bicycle parking spaces of appropriate size.

Staff Recommendation:

Provide staff with direction regarding proposed city-wide bicycle parking regulations.

Attachment(s):
