ATTACHMENT D

Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

December 17, 2015

Dear members of the Joint City-County Planning Committee, City Council, and Board of County Commissioners,

The City-County Planning Department has prepared TC1500001, Omnibus UDO Amendments # 9. This pending UDO amendment has been reviewed by the Planning Commission but has not yet been scheduled for review by the City Council or the Board of County Commissioners. TC1500001 can be viewed on-line at: http://durhamnc.gov/DocumentCenter/View/7078

The Bicycle and Pedestrian Advisory Commission (BPAC) would like to draw your attention to concerns we have with TC1500001. BPAC does not support Section 10.4.4.D (page 46), which allows the bicycle parking requirement for multi-family residential developments to be met by providing parking spaces within individual dwelling units. While some tenants in such developments may prefer to park their bicycles in an individual unit, we believe that convenient, secure, long-term parking should be provided separate from the units. There should also be convenient short-term parking for visitors. We request the JCCPC, Council, and Board consider revising TC1500001 to ensure that there are adequate covered bicycle parking facilities exterior to individual units for all development. This is important all over Durham, but especially in the downtown design district and other compact neighborhoods.

Durham has an opportunity to be on the leading edge of smart, modern urban planning. That includes serious consideration of multiple modes of transportation that urban dwellers demand. While many of us may have been willing to schlep our bicycles up four flights of stairs and to store them in over-crowded college apartments at one time in our lives, the young professionals, active retirees and entrepreneurs who are driving the demand for new urban housing are likely to expect similar bicycle parking conditions that are provided to car drivers.

Per the Comprehensive Plan and the Bicycle and Pedestrian Plans adopted by the City and County, a growing Durham needs to foster multiple modes of transportation, including those that facilitate bicycling and walking as primary modes of transportation. Providing adequate short-term and long-term bicycle parking supports Durham's stated efforts to implement a comprehensive Complete Streets Plan through building an infrastructure that maximizes quality of life, minimizes car traffic, prepares for a light rail system, and allows more building space to be used for people-uses rather than vehicle storage.

Specifically, we request that the following changes to TC1500001 be considered:

- Sec. 10.4.4.D.2: Eliminate this section entirely as bicycle parking in individual dwellings is not an adequate or appropriate substitute for publicly accessible bicycle parking. Further, this provision does not guarantee accessibility to bicycle parking inside units, as it does not specify requirements for elevators, or minimum elevator size.

- Sec. 10.4.4.D.3: Eliminate this section also, since the minimum outdoor parking requirements, as a proportion of total required bicycle parking, is grossly low. Under this provision, for instance, a 200-unit apartment complex would only have to provide 10 exterior bicycle parking spaces (5 bike racks). As the attached photographs of the current use of publicly available bicycle parking in residential developments shows, this provision severely underestimates the current and future needs for accessible bicycle parking.

BPAC had previously commented on TC1500001, and we appreciate that the City-County Planning Department did incorporate several of our recommendations into the proposed text amendment, in the interest of fostering a safe environment for pedestrians and bicyclists. Those same motivations must be extended to the whole of a trip, just as automobile storage is considered for car commuters. Attached, please find several recent examples of well executed and regularly used bicycle parking facilities in high density residential development.

Thank you for the opportunity to share our concerns with you, as you review amendment TC1500001 to the Unified Development Ordinance.

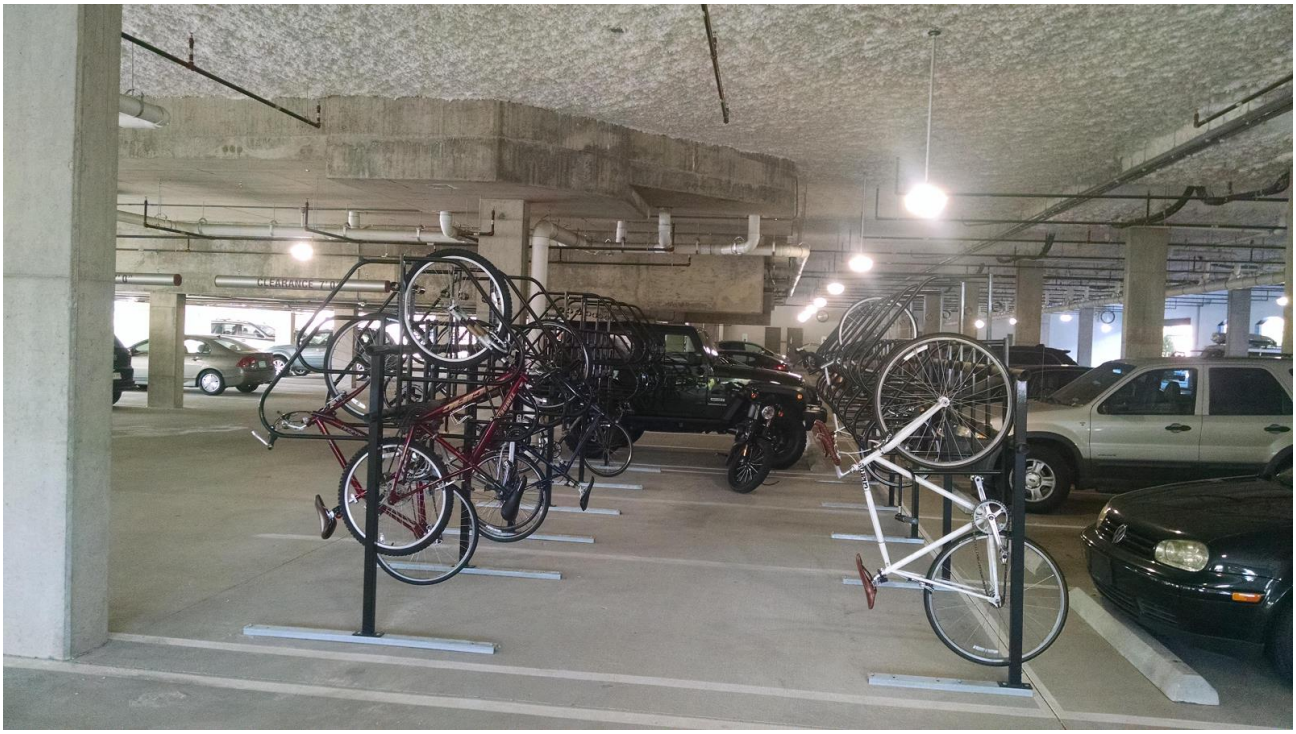
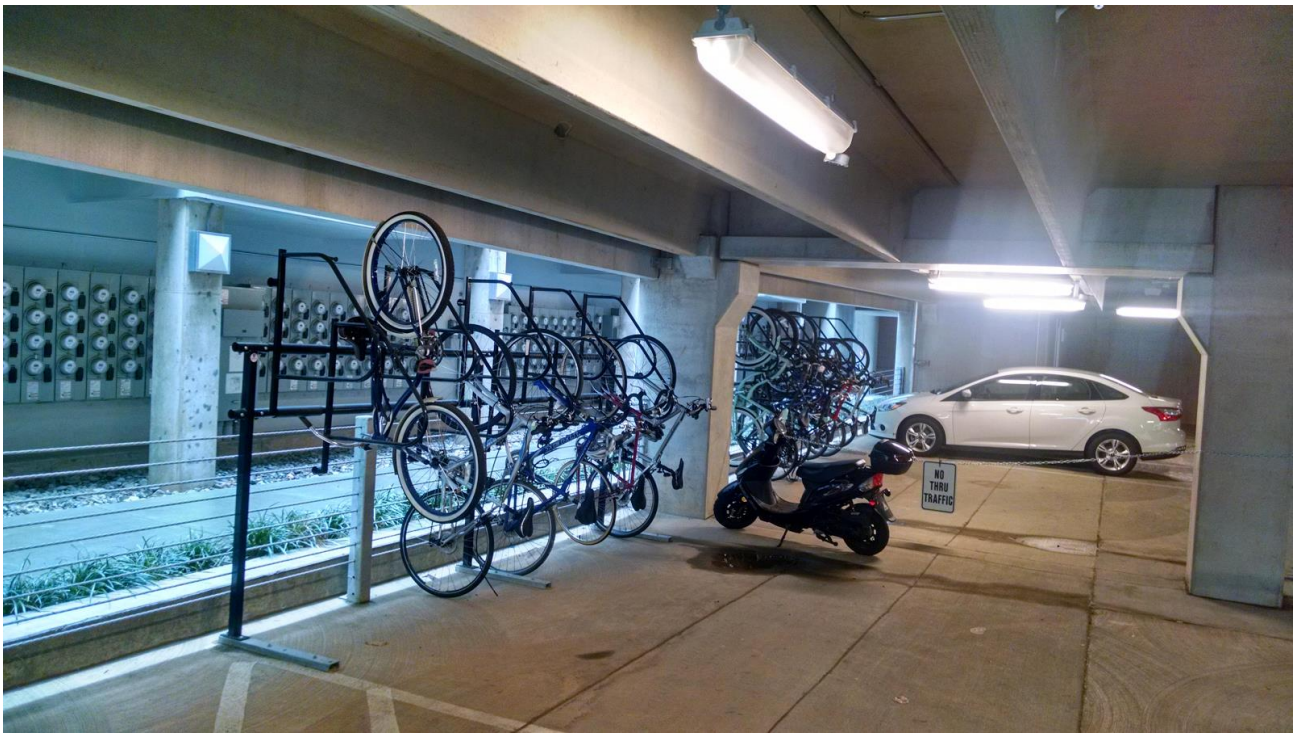
Sincerely,

Kendra Bridges
Chair, Durham Bicycle and Pedestrian Advisory Committee

Examples of recent Durham multi-family developments with covered bicycle parking in regular high demand. Some of these developments are relatively new and may not be fully occupied.

Golden Belt Live-Work Units:

West Village on Main Street: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