



**ZONING MAP CHANGE  
STAFF REPORT**

**City Council Meeting Date:**  
August 5, 2014

**Council District** All

<b>Zoning Commission Recommendation:</b> Approval by a vote of 7-0	Continued	Yes ___ No <u>X</u>
	Case Manager	<u>Stephen Murray/</u> <u>Julia McCleary</u>
	Surplus	Yes ___ No <u>X</u>
	Council Initiated	Yes ___ No <u>X</u>
<b>Opposition:</b> None submitted		
<b>Support:</b> None submitted		

**Owner / Applicant:** City of Fort Worth Planning and Development Department

**Site Location:** Citywide Mapsco: N/A

**Proposed Use:** An Ordinance amending the Zoning Ordinance of the City of Fort Worth, being Ordinance No. 13896, as amended, codified as Appendix "A" of the Code of The City of Fort Worth, by Amending:

- Article 2 "Off-Street Parking And Loading" Of Chapter 6, "Development Standards" Amending Section 6.204 "Bicycle Parking" To Revise Location Requirements, Layout And Design Requirements And Parking Spaces Required

**Request:** **TEXT AMENDMENT: BIKE PARKING**  
**To review the proposed amendments:**  
<http://fortworthtexas.gov/planninganddevelopment/zoningcommission.aspx>

Staff is proposing amendments to the Zoning Ordinance relating to the installation of bicycle parking. The City Council adopted bicycle parking requirements in 2010. Bicycle parking helps create a more orderly appearance and prevents bicycles from being locked to unacceptable objects such as trees and hand railings. The amendments are based on developer feedback in order to increase development flexibility, assist in expediting plan review, and clarify certain requirements. Staff believes these changes will not negatively affect the implementation of the Bike Fort Worth plan.

Proposed amendments include:

- Cap the number of required bicycle racks at a maximum of eight for non- residential commercial uses. Eight racks provide parking capacity for 16 bicycles. The current ordinance does not cap the maximum number required, and large- scale commercial developers have found the bicycle parking requirement to be cost and space prohibitive.
- Eliminate the bicycle rack requirement for multifamily residential outside of Mixed- Use, Urban Residential and Form Based Districts. Bicycle racks required under the ordinance are appropriate for short-term trips for customers and guests. The racks are not appropriate for long- term, secure and weatherproof storage desired by residents. It is anticipated that residents in Mixed- Use, Urban Residential and Form Based Districts will have more visitors arrive by bicycle than those in other areas.
- Modify the bicycle rack calculation for public and private schools to align with national standards.
- Clarify requirements for change of use permits.

**Attachments:** Proposed Bicycle Parking amendments  
Minutes from the Zoning Commission meeting

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF FORT WORTH, BEING ORDINANCE NO. 13896, AS AMENDED, CODIFIED AS APPENDIX “A” OF THE CODE OF THE CITY OF FORT WORTH, TO AMEND ARTICLE 2 “OFF-STREET PARKING AND LOADING” OF CHAPTER 6, “DEVELOPMENT STANDARDS” AMENDING SECTION 6.204 “BICYCLE PARKING” TO REVISE LOCATION REQUIREMENTS, LAYOUT AND DESIGN REQUIREMENTS AND PARKING SPACES REQUIRED; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY CLAUSE; PROVIDING FOR PUBLICATION; AND NAMING AN EFFECTIVE DATE.**

**WHEREAS**, on February 9, 2010 the City Council unanimously voted to approve the Bike Fort Worth Plan; and

**WHEREAS**, the Bike Fort Worth Plan supports the City Council’s strategic goal to improve mobility and air quality; and;

**WHEREAS**, on November 9, 2010 the City Council adopted Ordinance No. 19428-11-010 to amend the Zoning Ordinance to adopt regulations for bicycle parking accommodations; and

**WHEREAS**, it is necessary to revise the regulations for bicycle parking to amend location requirements, layout and design requirements, add maximum bicycle rack parking requirements to provide clarity and flexibility in administration; and

**WHEREAS**, it is advisable to amend the Zoning Ordinance to revise regulations regarding bicycle parking and the layout and design of bicycle racks.

**NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS, THAT:**

**SECTION 1.**

Section 6.204, “Bicycle Requirements,” of Chapter 6 “Development Standards,” Article 2 “Off-Street Parking and Loading” of the Zoning Ordinance is hereby amended to revise subsection A. “Locations” to add a requirement to protect bicycles from motor vehicles and to renumber, to read as follows:

**Sec. 6.204 - Bicycle parking.**

A. Locations.

.....  
6. Bicycle racks shall be protected by a physical barrier to prevent parked bicycles from damage by motor vehicles; such barriers include but are not limited to curbs, bollards, curb stops and similar objects.

~~6.7. Alternative locations. In the event that compliance may not be feasible because of demonstrable hardship, the zoning administrator may approve an alternative location subject to the following conditions:- The zoning administrator shall consider the following criteria:~~

- a. Alternative locations shall be well lit and secure.
- b. All bicycle parking spaces shall be located within a one hundred (100) foot diameter of the primary building entrance.
- c. Bicycle racks may be placed in the public right-of-way provided that the building owner obtains an encroachment permit for the installation of racks in the public right-of-way.

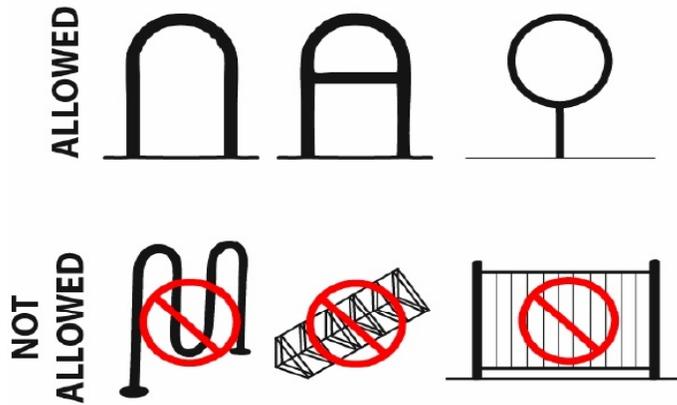
**SECTION 2.**

Section 6.204, “Bicycle Requirements,” of Chapter 6 “Development Standards,” Article 2 “Off-Street Parking and Loading” of the Zoning Ordinance is hereby amended to revise subsection B. “Bicycle Rack Design” and “Layout and design” to add a design requirements for racks used in public and private K-12 schools and revise spacing requirements under certain conditions, to read as follows:

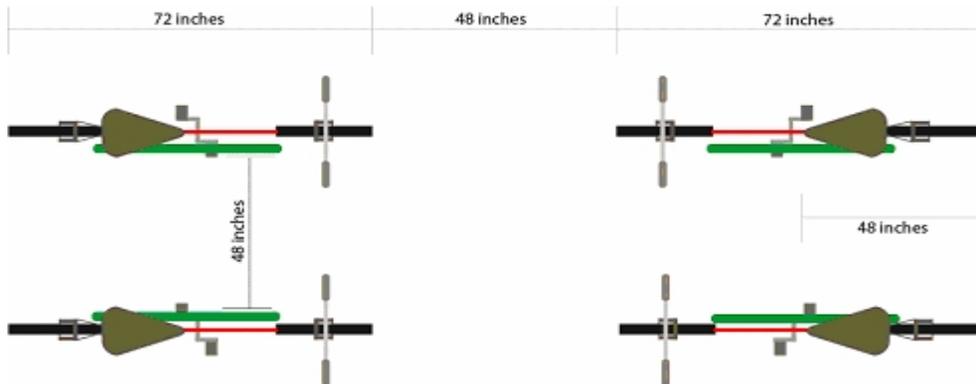
**Sec. 6.204 - Bicycle parking.**

B. Layout and design.

1. Bicycle rack design—Structures that require a user-supplied locking device; shall be designed in conformance with the following:
  - a. Each bike rack shall be designed to accommodate two bike parking spaces using the allowed bike rack designs depicted below.
  - b. Racks shall be designed to accommodate “U”-shaped locking devices and to supports the bicycle horizontally in two places.
  - c. The racks shall be constructed of durable materials to withstand permanent exposure to the elements such as powder-coated metal or stainless steel.
  - d. All bicycle parking spaces must be hard-surfaced and dust free and consist of at minimum a compact gravel base.
  - e. A wave or loop style bicycle rack may be used in public and private K-12 schools provided the installation provides a minimum of three (3) feet pedestrian clearance on all sides.



2. *Bicycle parking space size, access aisles, and vertical clearance.*
- a. Racks shall provide clearance from other objects by using layout dimensions of at least four (4) feet wide by six (6) feet long as depicted below.
  - b. A property requiring a change of use permit may provide a reduced three (3) feet wide by six (6) feet long clearance from other objects.



### SECTION 3.

Section 6.204, “Bicycle Requirements,” of Chapter 6 “Development Standards,” Article 2 “Off-Street Parking and Loading” of the Zoning Ordinance is hereby amended to revise subsection C. “Bicycle parking requirement” to revise bicycle parking requirements for certain uses, to read as follows:

#### **Sec. 6.204 - Bicycle parking.**

C. *Bicycle parking requirement.* The number of bicycle parking racks shall be based on the required automobile parking spaces and shall be provided in accordance with the following with fractional requirements for bike parking over .5 to be rounded up:

<b><u>New Non-Residential and Change of Use permits (enlargement, expansion or conversion of an existing building of 5,000 square feet floor area or greater)</u></b>	0—40 required auto spaces = 1 rack minimum 41—60 required auto spaces = 2 rack minimum 61—80 required auto spaces = 3 rack minimum 81—100 required auto spaces = 4 rack minimum 101 + <del>300</del> required auto spaces = 5 rack minimum or 5%, whichever is greater over 300 required auto spaces = 2% or 8 rack maximum, whichever is greater
<b><u>Change of Use permits (enlargement, expansion or conversion of an existing building) between 1,000-4,999 square feet of gross floor area</u></b>	1 rack minimum
<b><u>Multi-Family Residential (4+ <del>5</del> dwelling units)</u></b>	1 rack for every 35 required auto spaces 0.10 spaces for every bedroom Mixed-Use, Urban Residential and Form-based districts
<b><u>Public and Private K-12 schools</u></b>	1.5 bicycle parking spaces for every 20 students of planned capacity

1. The following uses are exempt from this section~~For all uses except:~~ Accessory uses; agricultural; industrial uses; Lodging; one to four-family dwelling units; temporary uses; utilities; vehicle sales and service and multi-family (4+ dwelling units) outside of Mixed-Use, Urban Residential and Design Districts, Urban Residential, Urban Villages and Mixed-Use Zoning districts (from 4.803800).
2. Bicycle parking for Health Care Facilities shall be calculated using required employee automobile parking.
3. Land Uses not exempted from this requirement which have no minimum parking requirement shall provide bicycle racks based on actual automobile parking spaces provided.
4. Bicycle parking shall not count toward the tree requirement for exceeding maximum allowable parking.
5. The number of required and provided automobile parking spaces and bicycle parking racks should be shown in a chart format on the building permit site plan. A reduction in the minimum required automobile parking is allowed equal to the percentage of bicycle spaces provided, with a five (5) percent maximum reduction.
6. In all cases where bicycle parking is required, no fewer than two (2) spaces (one rack) shall be required.
7. ~~After the first six (6) bicycle racks are provided for non-residential units, additional bicycle parking spaces required are one half (0.5) space per unit of measurement listed.~~
8. ~~When the intensity of the use of any building, structure or premises shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measure specified herein that requires additional automobile parking spaces, bicycle parking as required herein shall be provided for such increase in intensity of use.~~
79. Bicycle parking is not required in the Central Business (“H”) District if the property falls within five hundred (500) feet of an existing bicycle rack.

~~10. Due to developable space constraints within mixed use zoning districts including Urban Residential and Urban Design Districts, deviation of up to 20% of the required bicycle parking spaces is allowed with administrative approval.~~

#### **SECTION 4.**

This ordinance shall be cumulative of all provisions of ordinances and of the Code of the City of Fort Worth, Texas (1986), as amended, except where the provisions of this ordinance are in direct conflict with the provision of such ordinances and such Code, in which event conflicting provisions of such ordinances and such Code are hereby repealed.

#### **SECTION 5.**

It is hereby declared to be the intention of the city Council that sections, paragraphs, sentences, clauses and phrases of this ordinance are severable, and, if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

#### **SECTION 6.**

Any person, firm, or corporation who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of any of the provisions of this ordinance shall be fined not more than Two Thousand Dollars (\$2000.00) for each offense. Each day that a violation exists shall constitute a separate offense.

#### **SECTION 7.**

All rights and remedies of the City of Fort Worth, Texas, are expressly saved as to any and all violations of the provisions of Ordinance No. 13896 which have accrued at the time of the effective date of this ordinance and, as to such accrued violations and all

pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

**SECTION 8.**

The City Secretary of the City of Fort Worth, Texas, is hereby directed to publish the caption, penalty clause and effective date of this ordinance for two (2) days in the official newspaper of the City of Fort Worth, Texas, as authorized by Section 52.013, Texas Local Government Code.

**SECTION 9.**

This ordinance shall take effect upon adoption and publication as required by law.

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Melinda Ramos, Assistant City Attorney

\_\_\_\_\_  
Mary Kayser, City Secretary

ADOPTED: \_\_\_\_\_

EFFECTIVE: \_\_\_\_\_

**12. ZC-14-086 City of Fort Worth Planning & Development (CD All) - Text Amendment: Bike Parking; An Ordinance amending the Zoning Ordinance of the City of Fort Worth, being Ordinance No. 13896, as Amended, Codified as Appendix “A” of the Code of The City of Fort Worth (1986), by amending:**

- **Article 2 “Off-Street Parking and Loading” of Chapter 6, “Development Standards” Amending Section 6.204 “Bicycle Parking” to revise location requirements, layout and design requirements and parking spaces required**

Jocelyn Murphy, Planning Manager explained the text amendment.

Motion: Following brief discussion, Mr. Hollis recommended Approval of the request, seconded by Mr. Northern. The motion carried unanimously 7-0 with Mr. West stepping away from the dais.

**13. ZC-14-088 City of Fort Worth Planning & Development (CD All) - Text Amendment: Trinity Lakes Form Based Code Subdistrict Standards; An Ordinance amending the Zoning Ordinance of the City of Fort Worth, being Ordinance No. 13896, as Amended, Codified as Appendix “A” of the Code of The City of Fort Worth (1986), by amending:**

- **Various Sections of the Trinity Lakes Development Code as provided by Section 4.1307.D., “Other Development Standards” of Section 4.1307, “Trinity Lakes (“TL”) District” of Chapter 4, “District Regulations” of Article 13, “Form Based Districts” to update and amend the regulating plan,**
- **Add manor home and development regulations,**
- **Add regulations for Sustainable Energy Equipment,**
- **Amend Non-Residential parking requirements,**
- **Amend Floor to Ceiling heights requirements**

Dennis Hopkins, P. O. Box 637, Arlington, Texas representing Ken Newell, President for Tarrant Acquisitions explained to the Commissioners the Trinity Lakes text amendment will incorporate the 49 acres from zoning case ZC-14-062 previously recommended for approval last month into the Trinity Lakes Form Based Code.

Motion: Following brief discussion, Ms. Reed recommended Approval of the request, seconded by Mr. Hollis. The motion carried 7-0-1 with Mr. West recussing.

**Meeting adjourned: 01:05 p.m.  
07/09/14**

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Dana Burghdoff, Executive Secretary and Deputy Director, Planning and Development Department

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Nick Genua, Chair