

<b>REQUEST</b>	Text amendment to Section 2.201, 9.101, 9.203, 9.303, 9.404, 9.503, 9.603, 9.703, 9.803, 9.8503, 9.903, 9.1003, 9.1103, 9.1206, 11.203, 11.403, 12.543
<b>SUMMARY OF PETITION</b>	The petition proposes to: <ol style="list-style-type: none"> <li>1) Add new definitions for bicycle-sharing service and bicycle-sharing station;</li> <li>2) Add bicycle-sharing facilities as a new permitted use, with prescribed conditions in all zoning districts</li> </ol>
<b>PETITIONER AGENT/REPRESENTATIVE</b>	Charlotte-Mecklenburg Planning Department N/A
<b>COMMUNITY MEETING</b>	Meeting is not required.
<b>STATEMENT OF CONSISTENCY</b>	This petition is found to be consistent with adopted policies and to be reasonable and in the public interest, by a unanimous vote of the Zoning Committee (motion by Commissioner Griffith seconded by Commissioner Allen).

<b>ZONING COMMITTEE ACTION</b>	The Zoning Committee voted unanimously to recommend <b>APPROVAL</b> of this petition with the following modification: <ol style="list-style-type: none"> <li>1. Modify the definition of Bicycle-Sharing Service as follows: "A service whose function is to provide the general public with opportunities to rent bicycles on a short-term basis for use within the city or region."</li> </ol>
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<b>VOTE</b>	Motion/Second: Griffith/Allen
	Yeas: Allen, Dodson, Firestone, Griffith, Phipps, Rosenburgh and Zoutewelle
	Nays: None
	Absent: None
	Recused: NA

<b>ZONING COMMITTEE DISCUSSION</b>	Staff presented an overview of the text amendment.  Committee members questioned the need for bike stations and why allowed in all zoning districts, whether there is a limit on the number of stations, and the rationale for restricting operation and administration to the city or a nonprofit organization.  Staff responded that there is no limit on the number of bike stations and that while cycling has increased in some parts of the city bike stations will provide a viable option in urban settings, office areas, and near transit stations. Existing systems in Chattanooga, TN and San Antonio, TX were referenced. Staff further explained that other cities observed operated the bike sharing service like a transit service and none were operated by for-profit companies.
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<b>STAFF OPINION</b>	Staff agrees with the recommendation of the Zoning Committee.
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**FINAL STAFF ANALYSIS**  
(Pre-Hearing Analysis online at [www.rezoning.org](http://www.rezoning.org))

**PLANNING STAFF REVIEW**

- **Proposed Request Details**
  - The text amendment contains the following provisions:
  - Adds new definitions for bicycle-sharing service and bicycle-sharing station.
    - Bicycle-Sharing Service:  
A service whose function is to provide the general public with opportunities to rent bicycles on a short-term basis for use within the city or region.
    - Bicycle-Sharing Station:  
A bicycle sharing facility placed or constructed by a Bicycle-Sharing Service on public or private property where bicycles are stored and from which members of the public may rent bicycles as part of a Bicycle-Sharing Service including objects or equipment necessary for or appurtenant to its operation.
  - Prescribed conditions for bicycle-sharing service and bicycle-sharing station include:
    - Bicycle-sharing stations located on public property shall obtain an encroachment agreement from the Charlotte Department of Transportation.
    - Bicycle-sharing stations located on private property, or a combination of public/private property must obtain a zoning permit.
    - All bicycle-sharing stations shall meet the following requirements:
      - If located in residential districts, the bicycle-sharing station shall not exceed 52 feet.
      - If located in a non-residential district:
        - If the bicycle-sharing station is oriented approximately perpendicular to the street, it may exceed a length of 52 feet.
        - If the bicycle-sharing station is oriented approximately parallel to the street, each bicycle-sharing station shall not exceed a length of 52 feet. If more than one bicycle-sharing station is planned for a site, then a minimum pedestrian access of 6 feet is required between stations.
      - The station shall be located on an impervious surface area.
      - The station may be located in the required setback or on public property with approval from the City of Charlotte Director of Transportation or designee.
      - The station and bicycles shall provide an adequate pedestrian clearance of at least 6 feet in width for required sidewalks.
      - The station shall be free of obstruction of underground utilities, tree boxes, bus stops, and ADA ramps.
    - The Planning Director, or his or her authorized designee, shall have the authority to approve specific locations for bicycle-sharing stations as an accessory use on previously approved conditional district (CD) plans if the location meets the intent of the ordinance, and the regulations of subsections (1), (2), and (3) above. A site plan showing the proposed location for bicycle-sharing station(s) shall be submitted to the Planning Director for review. Approval must be received prior to issuance of a zoning permit or encroachment agreement.
- **Public Plans and Policies**
  - The petition is consistent with adopted policy.
- **Staff Recommendation (Updated)**
  - Staff agrees with the recommendation of the Zoning Committee.

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**DEPARTMENT COMMENTS** (see full department reports online)

- **Charlotte Area Transit System:** No issues.
- **Charlotte Department of Neighborhood & Business Services:** No issues.

- **Transportation:** No issues.
    - **Vehicle Trip Generation:**  
Current Zoning: Not applicable.  
Proposed Zoning: Not applicable.
    - **Connectivity:** Not applicable.
  - **Charlotte Fire Department:** No issues.
  - **Charlotte-Mecklenburg Schools:** Not applicable.
  - **Charlotte-Mecklenburg Storm Water Services:** No issues.
  - **Mecklenburg County Land Use and Environmental Services Agency:** No comments received.
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#### **ENVIRONMENTALLY SENSITIVE SITE DESIGN** (see full department reports online)

- **Site Design:** The following explains how the petition addresses the environmentally sensitive site design guidance in the *General Development Policies-Environment*.
    - There is no site plan associated with this text amendment.
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#### **OUTSTANDING ISSUES**

- No issues.
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#### **Attachments Online at [www.rezoning.org](http://www.rezoning.org)**

- Application
- Pre-Hearing Staff Analysis
- Charlotte Area Transit System Review
- Charlotte Department of Neighborhood & Business Services Review
- Transportation Review
- Charlotte Fire Department Review
- Charlotte-Mecklenburg Storm Water Services Review

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