

Agenda Item: Motion 2016-1, Miscellaneous UDO Text Amendments

DATE: April 2, 2016
FROM: Kathi Ingrish

Background/Issue:

This package of zoning text changes covers a variety of topics, and there were few questions or concerns from the public hearing or at Planning Board's meeting. Several items are in response to recent changes in state laws and court decisions. This package includes:

- new or revised definitions to be incorporated into the document;
- clarification of nonvoting actions;
- removal of the zoning Protest Petition process;
- creation of location standards for Centralized Box Units (for USPS delivery in new subdivisions);
- update language of final plat certificate;
- revise language on street bond guarantees to match recent state law changes;
- clarify where certain uses are allowed on Tables of Allowed Uses;
- add prescribed conditions for cultural community centers;
- reduce bicycle parking requirements for school facilities;
- create parking standards for commercial/ catering kitchen; and
- clarify language on when a newly-installed public street may be eligible to be taken over for public maintenance.

The Trunked Public Safety Tower provisions included at the time of public hearing have now been removed since there is no expectation they are necessary.

The one topic that impacted existing or new educational institutions was the bike parking item, and further changes have been proposed and recommended by Planning Board. It is possible to continue to revise the deferral provision, should Town Board opt to do so. Further changes may include:

- changing the length of bicycle facilities that must be in place to require the greater bike parking numbers;
- changing the time limit when such bike parking must be installed
- deleting sidewalk as a bike facility
- adding a further provisions that a certain number of dwellings must be in proximity to the bike improvements in order to trigger installation of the increased bike parking spaces

Proposal/Solution:

Unless new concerns have risen on other topics covered by this package, the only item still expecting possible further revision is the bike parking item. School representatives are aware they can discuss their concerns with individual Council members prior to the decision meeting on April 11, or Town Board may discuss this during the meeting before a motion is made to adopt, deny, or defer the package.

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Determine if any additional changes are desired, and then approve the group of text changes.

Mot 2016-1 memo 4-2-16

Agenda Item: Motion 2016-1, Miscellaneous UDO Text Amendments

DATE: March 8, 2016
FROM: Kathi Ingrish

Background/Issue:

As we continue to use the UDO, there is a need to add further definitions, refine some standards, or update provisions in response to new laws and court decisions. The package of changes brought forward at this time is intended to resolve concerns that have arisen over the past several months. They include:

- new or revised definitions to be incorporated into the document;
- clarification of nonvoting actions;
- removal of the zoning Protest Petition process;
- creation of location standards for Centralized Box Units (for USPS delivery in new subdivisions);
- update language of final plat certificate;
- revise language on street bond guarantees to match recent state law changes;
- clarify where certain uses are allowed on Tables of Allowed Uses;
- add prescribed conditions for cultural community centers;
- allow Trunked Public Safety Towers in the B-H district and reduce the minimum separation between taller towers;
- reduce bicycle parking requirements for school facilities;
- create parking standards for commercial/ catering kitchen; and
- clarify language on when a newly-installed public street may be eligible to be taken over for public maintenance.

Proposal/Solution:

1) Since the draft text amendments were posted in February, CPCC has requested further refinement of the bicycle parking minimums for certain higher level education facilities that are not easily reached by bicycle traffic. An additional provision, such as they have offered, would be appropriate to be incorporated into the Motion.

Their suggested language is as follows:

Reduction of Required Bicycle parking Spaces for Certain Educational Institutions. For educational institutions located in areas with such proximity to an interstate or highway as would require most persons commuting to such institution via bicycle to traverse over and interstate or highway, the number of bicycle parking spaces required in 155.607.7.B. Table of Required Parking shall be replaced with the standard of one (1) bicycle parking space per classroom.

2) The recently approved charter school has now also indicated they do not wish to install the required bike parking for elementary schools, (10 per classroom), due to the narrow roads without widened lanes, paved shoulders or sidewalks on the streets around the school site. The above-drafted note from CPCC could be further expanded to apply to all school facilities whenever roads leading to them do not have safe bicycle facilities (on-road and/or off-road). This revised note will need to be carefully worded.

3) The proposed modification for Trunked Public Safety Communication Towers was prepared under the assumption that the state's proposed new tower would need to meet local zoning standards.

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Hold public hearing, receive any comments that may be offered, and discuss any further refinements Council would like to include or text changes Council wishes to delete.