

BOARD OF ALDERMEN

ITEM NO. C(2)

AGENDA ITEM ABSTRACT

MEETING DATE: March 20, 2012

TITLE: Request-to-Set a Public Hearing on Land Use Ordinance Amendments Establishing Bicycle Parking Requirements and Revising Compact Car Parking Requirements

DEPARTMENT: Planning	PUBLIC HEARING: NO
ATTACHMENTS: <ul style="list-style-type: none">A. ResolutionB. OrdinancesC. TAB recommendation – bicycle parking RequirementsD. Pages from Carrboro Bike Plan – bicycle parkingE. TAB recommendation – compact car parking requirementsF. Excerpt from EPA Fuel Economy 2012 Model Year Vehicles list	FOR INFORMATION CONTACT: Christina Moon – 918-7325 Jeff Brubaker – 918-7329 Mike Brough –929-3905

PURPOSE

The Board of Aldermen is asked to set a public hearing on proposed Land Use Ordinance amendments relating to bicycle parking requirements and compact car parking requirements.

INFORMATION

Bicycle parking requirements

The Board of Aldermen adopted the Comprehensive Bicycle Transportation Plan on March 24, 2009. The Bike Plan recommended that the Land Use Ordinance (LUO) be amended to require bike parking for certain land uses. *Attachment C* includes an excerpt of the Bike Plan's recommendations. The entire Bike Plan is available on the Town of Carrboro transportation web page: <http://townofcarrboro.org/pzi/Trans/transportation.htm>.

On September 15, 2011, the Transportation Advisory Board recommended that the Board of Aldermen amend the LUO as recommended by the Bike Plan. The TAB recommendation is included in *Attachment B*.

Currently, no bike parking requirements exist in the LUO. Sec. 15-291(d)(1) allows a one-space reduction in required automobile parking with the provision of a bike rack that parks at least five bikes.

Compact car parking requirements

Carrboro Land Use Ordinance Sec. 15-293 includes the following section with regards to subcompact car parking:

(b) In parking areas containing ten or more spaces, up to 40% of the parking spaces may be set aside for the exclusive use of subcompact cars (being defined as a car 175" or less in length), provided the non-subcompact car area is designated for exclusive use by compact, midsize and large cars, and provided that adequate signs are provided and maintained designating and informing the public of the exclusive use. A subcompact parking space shall contain a rectangular area seven and one-half feet wide and sixteen and one-half feet long.

As currently written, the LUO requires that a non-subcompact car area be designated for exclusive use by compact, midsize and large cars. The more typical approach, based on a scan of other jurisdictions, is to designate a specific number of compact spaces for smaller cars and reserve the remaining spaces for all other vehicles, i.e. midsize and large cars.

Arlington, VA – ACZO Sec. 33(A)(7): “Compact Car Spaces: Any parking area may include up to fifteen (15) percent of the parking spaces for compact cars. In parking areas for office uses containing more than one-hundred (100) spaces, up to fifteen (15) percent of the spaces may be compact spaces. The spaces shall be grouped together and visibly marked for ‘compact cars only.’”

Austin, TX – Sec. 25-6-475(A): “The owner of a parking facility containing 12 or more parking spaces may reserve not more than 30 percent of the spaces for small or compact cars. Compact parking spaces must be located in groups of not less than three contiguous spaces and must be identified by directions and markings.”

Durham – UDO Sec. 10.4.1(B): “Up to 20% of the off-street parking spaces may be sized and designated for compact vehicles, by right; and up to 30% may be allowed by the Development Review Board. Compact parking spaces shall be accommodated throughout the parking area and appropriately marked. No more than 10 compact spaces shall be located in any given row of parking.”

Kanab City, UT – LUO Sec. 6-2: “...in parking lots of not less than twenty (20) parking spaces the Planning Commission may approve a design allowing not more than twenty (20) percent of such spaces to be not less than seven and one-half (7½) feet by fifteen (15) feet to be marked and used for compact automobiles only.”

Roseville, CA – Zoning Ordinance, Sec. 19.26.040, A1b: “Parking lots with a minimum of 20 parking spaces may substitute standard spaces with compact spaces for up to 30 percent of the total parking spaces required. Each compact space shall be labeled “COMPACT” or “C.””

Urbana, IL – Zoning Ordinance, Sec. VIII-3. (D): “Where ten or more parking spaces are required, the Zoning Administrator may authorize up to 20% of the total required parking spaces to be designated as compact car spaces. Such spaces shall be clearly

designated and reserved for compact cars. Compact car spaces may be included in modules designed for standard spaces.”

The proposed LUO amendment, if adopted, would change the current parking requirement to provide for the designation of compact spaces, which would be more aligned with standard parking practices.

Size of compact car parking spaces

The second purpose of the proposed parking amendment is to revisit the definition of “subcompact” and “compact” with regard to the actual physical dimensions of the space. The TAB recommendation states that the dimensions of a compact parking space be changed to meet a national standard for compact car parking spaces.

The EPA designates vehicle sizes based on passenger and cargo volume. This is in contrast to the existing LUO subsection, which designates subcompact car spaces based on length. The below table differentiates between minicompact, subcompact, and compact car sizes (<http://www.fueleconomy.gov/feg/info.shtml#sizeclasses>).

Vehicle Size Classes Used in the Fuel Economy Guide	
CARS	
Class	Passenger & Cargo Volume (Cu. Ft.)
Two-Seaters	Any (cars designed to seat only two adults)
Sedans	
Minicompact	Less than 85
Subcompact	85 to 99
Compact	100 to 109
Mid-Size	110 to 119
Large	120 or more
Station Wagons	
Small	Less than 130
Mid-Size	130 to 159
Large	160 or more

Attachment E is an excerpt of EPA’s preliminary fuel economy guidelines for 2012, which shows vehicle classifications for two-seaters, minicompact, subcompact, and compact cars.

More important perhaps than passenger and cargo volume is a standard length and width for a compact car parking space. The table below shows different standards from different municipalities and guidance documents, assuming a perpendicular space.

Municipality or document	Compact car parking space dimensions (w x l, ft.)
Alexandria, VA	8 x 16
Arlington, VA	8 x 15
Belmont, NC	8.5 x 16
Fresno, CA	8.5 x 16.5
Kanab City, UT	7.5 x 15
Pueblo, CO	8.5 x 16
Roseville, CA	9 x 16
San Jose, CA	8 x 16

Traffic and Parking Committee

This item was discussed by the staff-level Traffic and Parking Committee on 7/12/2010.

FISCAL AND STAFF IMPACT

Public hearings involve staff and public notice costs. Approximately ten hours of staff time will be needed to provide administration for the LUO amendments prior to the public hearing and for Planning Board and TAB review.

RECOMMENDATION

Staff recommends that the Board of Aldermen consider the resolution in *Attachment A* setting a public hearing for April 24th and referring the proposed amendments to the Planning Board, Orange County, and the Transportation Advisory Board for recommendations and comments.