

A RESOLUTION SETTING A PUBLIC HEARING ON AN ORDINANCE AMENDING THE
CARRBORO LAND USE ORDINANCE TO INCLUDE BICYCLE PARKING
REQUIREMENTS FOR CERTAIN LAND USES AND AN ORDINANCE AMENDING THE
CARRBORO LAND USE ORDINANCE TO REVISE COMPACT CAR PARKING
REQUIREMENTS

Draft Resolution No. 99/2011-12

WHEREAS, the Board of Aldermen seeks to provide ample opportunities for the public to comment on proposed amendments to the Land Use Ordinance;

NOW, THEREFORE BE IT RESOLVED that the Board of Aldermen sets a public hearing on April 24, 2012, to consider adopting "AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO INCLUDE BICYCLE PARKING REQUIREMENTS FOR CERTAIN LAND USES" and "AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO REVISE COMPACT CAR PARKING REQUIREMENTS".

BE IT FURTHER RESOLVED that the draft ordinances are referred to the Town of Carrboro Planning Board and Orange County for review and recommendations.

BE IT FURTHER RESOLVED that the draft ordinances are also referred to the following advisory boards and commissions for consideration and recommendation prior to the specified public hearing date:

☐ Appearance Commission

☐ Recreation and Parks Commission

☒ Transportation Advisory Board

☐ Northern Transition Area Advisory Committee

☐ Environmental Advisory Board

☐ _____

☐ Economic Sustainability Commission

☐ _____

This is the 20th day of March in the year 2012.

**AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO INCLUDE
BICYCLE PARKING REQUIREMENTS FOR CERTAIN LAND USES**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Article XVIII, Section 15-291, of the Land Use Ordinance is amended by adding a new subsection as follows:

(h) Bicycle parking shall be provided by all nonresidential, multi-family, recreation and industrial uses as set forth in the Table of Bicycle Parking Standards.

| Table of Bicycle Parking Standards | |
|---|---|
| Use | Bicycle Parking Requirement |
| 1.300 | 1 to 2 spaces per unit |
| 2.100 | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 2.200 | |
| 2.300 | |
| 3.100 | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 3.200 | |
| 5.100 | 1 space per 15 students plus 1 space per 10 employees |
| 6.200 | 1 space per 4 presumptively required auto spaces |
| 8.100 | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 8.200 | |
| 10.100 | 1 space per 10 auto spaces |
| 34.100 | 1 space per 5 rooms, up to 50 rooms; 1 space per 10 rooms above 50 rooms |

Section 2. Article XVIII of the Land Use Ordinance is amended by adding a new subsection as follows:

Section 15-295.1 Design Standards for Bicycle Parking

(a) Bicycle parking may be located in any parking area or in other locations that are easily accessible, clearly visible from the entrance it serves, and do not impede pedestrian or motorized vehicle movement into or around the site. Parking should be sheltered when possible. Designating space for bicycle parking within buildings is an option to consider when feasible.

(b) When a percentage of the required motorized vehicle spaces are provided in a structure, an equal percentage of the required bicycle spaces shall be located inside that structure, unless other accessible, covered bicycle parking is located elsewhere on the site.

(c) Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.

(d) Facilities shall provide at least a 30 inch clearance from the centerline of each adjacent bicycle rack/support structure and at least 24 inches from walls or other obstructions.

(e) An aisle or other space shall be provided for bicycles to enter and leave the facility. The aisle shall have a width of at least four feet to the front or the rear of a standard six-foot bicycle parked in the facility.

(f) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide. Overhead clearance shall be at least seven feet.

(g) Bicycle parking spaces shall be clearly marked as such and shall be separated from motorized vehicle parking by some form of physical barrier designed to protect a bicycle from being hit by a motorized vehicle.

(h) Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to the frame, wheels, or components. The rack known as an "inverted U-rack" is the preferred type.

(i) Bicycle racks should be designed and constructed according to Design Guidelines of the Carrboro Bicycle Plan.

(j) Wayfinding signage should be provided that guides bicyclists to bicycle parking locations.

Section 3. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 4. This ordinance shall become effective upon adoption.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO REVISE
COMPACT CAR PARKING REQUIREMENTS

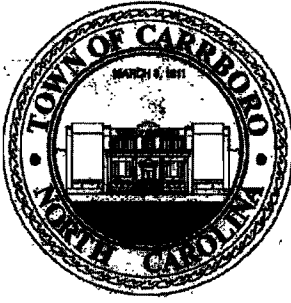
THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Article XVIII, Section 15-293(b), of the Land Use Ordinance is amended as follows:

(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~~ compact cars (~~being defined as a car 175" or less in length~~), provided the ~~non-subcompact compact~~ 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 compact~~ parking space shall contain a rectangular area seven and one-half feet wide and sixteen and one-half feet long.

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption.



TOWN OF CARRBORO

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

September 15, 2011


SUBJECT: Bicycle parking requirements

MOTION: The Transportation Advisory Board recommends to the Board of Aldermen that Land Use Ordinance Sec. 15-291 be amended to include the requirements and design guidelines as found on pages 5-4 and 5-5 of the Carrboro Bike Plan. The TAB recommends that Appendix C of Chapter 15 be amended to include or reference the design guidelines on pages 7-32 and 7-33 of The Bike Plan.

Moved: Štolka

Second: LaJeunesse

VOTE: Ayes (4): LaJeunesse, Štolka, Perry, Curtis. Nays (0). Abstain (0). Absent (1): Pergolotti.



TAB Chair

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DATE

The Town of Carrboro should facilitate the mandatory helmet law to aid in bicycling safety, as well more thoroughly examining bicycle riding on sidewalks to determine the need for a policy.

Greenways and Sidepaths

Off-road multi-use paths (greenways) and sidepaths shall be required, according to the Recommended Comprehensive Bicycle Network Map in Chapter 3 of this plan, with new development.

Driveway Access Management

Driveway entrance curb cuts should be reduced where possible to limit crossings of pathways.

5.2.2 Land Use Ordinance Recommendations

Article XVIII. Parking

Currently, the Town of Carrboro allows for a substitution of one car parking spaces if the developer provides at least 5 bicycle parking spaces. The language for this allowance, with a recommended update, in boldface type, is as follows:

Section 15-291 Number of Parking Spaces Required.

(d) With respect to any parking lot that is required to be paved (see Section 15-296): **(AMENDED 9/13/83)**

(1) The number of parking spaces may be reduced by one space per 5 secure bicycle parking spaces that are (a) provided by the developer, and (b) that are conveniently located near a building entrance.

Requirements for bicycle parking may also be met by:

- 1. A bicycle storage room, bicycle lockers, or bicycle racks within a building;**
- 2. Bicycle racks or lockers in a parking structure, underneath an awning or marquee, or near a main building; or**
- 3. Bicycle racks on the public right-of-way with approval from the Town or State and where such racks do not conflict with pedestrian use.**

Further ordinances regarding bicycle parking are recommended as amendments to this Article as follows:

(h) Bicycle parking shall be provided by all non-residential, multi-family, recreation and industrial uses as set forth in the Table of Bicycle Parking Standards.

Design Standards for Bicycle Parking

A. Bicycle parking may be located in any parking area or in other locations that are easily accessible, clearly visible from the entrance it serves, and do not impede pedestrian or motorized vehicle movement into or around the site. Parking should be sheltered when possible. Designating space for bicycle parking within buildings is an option to consider when feasible.

B. When a percentage of the required motorized vehicle spaces are provided in a structure, an equal percentage of the required bicycle spaces shall be located inside that structure, unless other accessible, covered bicycle parking is located elsewhere on the site.

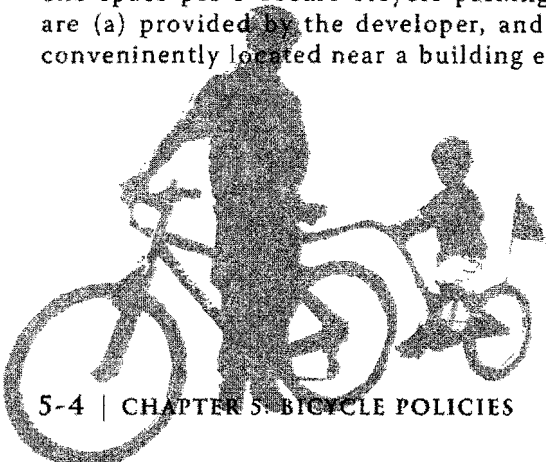


TABLE OF BICYCLE PARKING STANDARDS

| Use # | Use Description | Minimum Bicycle Parking Requirement |
|---------------|-------------------|---|
| 1.3 | Multi-family res. | 1 to 2 spaces per unit |
| 2.1, 2.2, 2.3 | Retail | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 3.1, 3.2 | Office | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 5.1 | Schools | 1 space per 15 students plus 1 space per 10 employees |
| 6.2 | Recreation | 1 space per 4 presumptively required auto spaces |
| 8.1, 8.2 | Restaurant | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 10.1 | Storage and pkg. | 1 space per 10 auto spaces |
| 34.1 | Hotel/Motel | 1 space per 5 rooms, up to 50 rooms; 1 space per 10 rooms above 50 rooms |

C. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.

D. Facilities shall provide at least a 30-inch clearance from the centerline of each adjacent bicycle rack/support structure and at least 24 inches from walls or other obstructions.

E. An aisle or other space shall be provided for bicycles to enter and leave the facility. The aisle shall have a width of at least four feet to the front or the rear of a standard six-foot bicycle parked in the facility.

F. Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide. Overhead clearance shall be at least seven feet.

G. Bicycle parking spaces shall be clearly marked as such and shall be separated from motorized vehicle parking by some form of physical barrier designed to protect a bicycle from being hit by a motorized vehicle.

H. Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to frame, wheels, or components. The rack known as an "inverted U-rack" is the preferred type.

I. Bicycle racks should be designed and constructed according to Design Guidelines of the Carrboro Bicycle Plan.

J. Wayfinding signage should be provided that guides bicyclists to bicycle parking locations.

5.2.3 Carrboro Vision 2020 Recommendations

The Vision 2020 Plan is a policy document that guides the Town of Carrboro in the planning of its future. Policy statements are listed by category. Statements pertaining to bicycle transportation are listed below. Recommendations for additional recommendations of policy statements are also provided.

1.2 Art and Culture

1.2.9.1 Policy Statement Recommendation: [The Town should support the concept of art in the landscape in Town open space and along greenways to encourage trail use.]

4.3 Bicycle and pedestrian traffic

4.31 The Town should fully implement its bicycle and pedestrian network plan, [including the 2008 Bicycle Transportation Plan.] This Plan should

identify links needed now as well as links that will be needed by 2020.

4.32 The Town should establish connections with bicycle and pedestrian ways in other jurisdictions.

4.33 The maintenance of these paths and ways should continue to be a high priority.

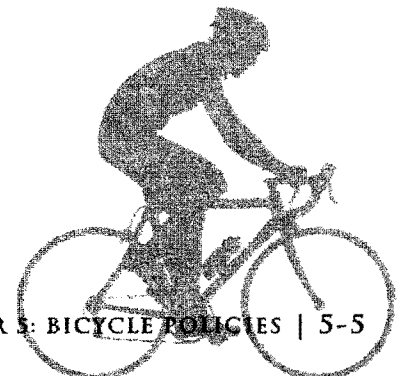




Fig. 7-57. Bicycle parking wayfinding signage will inform the bicyclist about where facilities exist.

7.6 Ancillary Features

Bicycle Parking

As more bikeways are constructed and bicycle usage grows, the need for bike parking will climb. Long-term bicycle parking at bus stops and work sites, as well as short-term parking at shopping centers and similar sites, can support bicycling. In addition to providing the venue for parking, bicycle parking wayfinding signage will help provide direction to the facilities. Bicyclists have a significant need for secure long-term parking because bicycles parked for longer periods are more exposed to weather and theft, although adequate long-term parking rarely meets demand.

When choosing bike racks, there are a number of things to keep in mind:

- The rack element (part of the rack that supports the bike) should keep the bike upright by supporting the frame in two places allowing one or both wheels to be secured.
- Install racks so there is enough room between adjacent parked bicycles. If it becomes too difficult for a bicyclist to easily lock their bicycle, they may park it elsewhere and the bicycle capacity is lowered. A row of inverted "U" racks should be installed with 15 inches minimum between racks.
- The inverted "U" shaped bicycle racks are preferential for short term parking due to their efficient use of space, ease of use and security, while bicycle lockers provide



Fig. 7-58. An example of a covered bicycle parking facility.

a safe and secure option for long term bicycle parking (Figure 7-61).

- Empty racks should not pose a tripping hazard for visually impaired pedestrians. Position racks out of the walkway's clear zone.
- When possible, racks should be in a covered area protected from the elements. Long-term parking should always be protected (Figure 7-59).
- For safety and visibility, provide lighting in bicycle parking areas through overhead or bollard lighting fixtures.

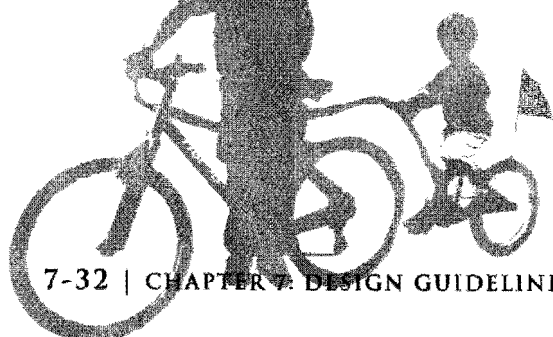
For more information on bicycle parking facilities please visit:

<http://www.apbp.org/pdfsanddocs/Resources/Bicycle%20Parking%20Guidelines.pdf>

<http://www.ibike.org/engineering/parking.htm>



Fig. 7-59. Bicycle parking in downtown Carrboro.



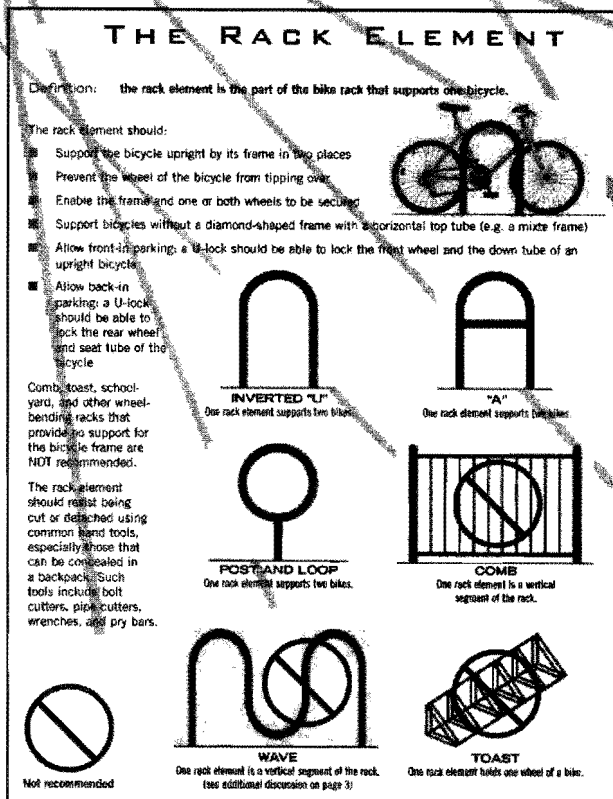


Fig. 7-60. Recommended bicycle parking facilities, Source: APBP. (www.apbp.org)

Bicycle Storage

Bicycle lockers are a crucial component of the bicycle system. They offer safe and secure storage at transit centers and destinations. Parking rates are reasonable at about 3-5 cents per hour. Bicycle lockers are designed to be secure and flexible so that the individual bikes with panniers, computers, lights, etc. can be left on the bike. Some designs of bike lockers can be stacked so there is twice the parking density. Good protection from the weather is another benefit. Bike lockers tend to be used most for long term bicycle commuter parking in area without a lot of continuous oversight. Carrboro's future mixed-use developments (which may include residential use) would benefit from these types of storage facilities.

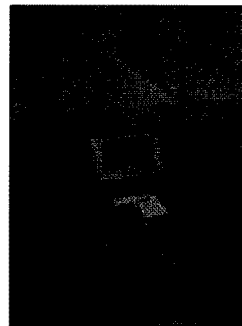
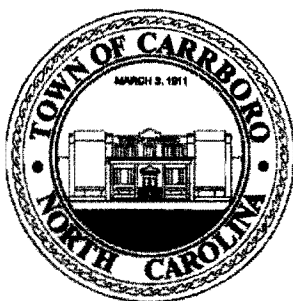


Fig. 7-61. Bicycle locker facility and pay stations offer long-term parking.





TOWN OF CARRBORO

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

September 15, 2011

SUBJECT: Compact car parking requirements

MOTION: The Transportation Advisory Board recommends that the Board of Aldermen amend Sec. 15-293(b) of the Land Use Ordinance as follows:

- That the word "subcompact" be replaced by "compact"
- That the phrase in parentheses be deleted
- That the text of the subsection be changed to stipulate that compact car spaces should be signed for compact car use
- That the dimensions of a compact parking space be changed to meet a national standard for a compact parking space.

Moved: Perry

Second: Curtis

VOTE: Ayes (4): LaJeunesse, Štolka, Perry, Curtis. Nays (0). Abstain (0). Absent (1): Pergolotti.


TAB Chair

11 / 3 /11
DATE