

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE BOARD OF
ALDERMEN'S REASONS FOR ADOPTING AN AMENDMENT TO THE TEXT OF THE
CARRBORO LAND USE ORDINANCE

Draft Resolution No. 135/2011-12

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO INCLUDE BICYCLE PARKING REQUIREMENTS FOR CERTAIN LAND USES

NOW, THEREFORE, the Board of Aldermen of the Town of Carrboro Resolves:

Section 1. The Board concludes that the above described amendment is consistent with the policy recommendations outlined in Chapter 5 of the Comprehensive Bicycle Transportation Plan (adopted in March of 2009) to develop and implement bicycle parking requirements and standards.

Section 2. The Board also finds that the proposed text amendment is consistent with the findings from *Carrboro Vision 2020* regarding bicycle transportation, particularly the following sections:

4.0 The safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential.

4.31 The town should fully implement its bicycle and pedestrian network plan. This plan should identify links needed now as well as links that will be needed now as well as links that will be needed by 2020.

4.52 New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrians and bicycles, given the added load to the infrastructure and anticipated use of facilities.

Section 3. The Board concludes that its adoption of the above described amendment is reasonable and in the public interest because the Town seeks to remain consistent with its adopted plans or policies.

Section 4. This resolution become effective upon adoption.

This the ____ day of _____, 20__ /

Ayes:

Noes:

Abstentions:

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE BOARD OF
ALDERMEN'S REASONS FOR REJECTING AN AMENDMENT TO THE TEXT OF THE
CARRBORO LAND USE ORDINANCE

Draft Resolution No.

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO INCLUDE BICYCLE PARKING REQUIREMENTS FOR CERTAIN LAND USES

NOW, THEREFORE, the Board of Aldermen of the Town of Carrboro Resolves:

Section 1. The Board concludes that the above described amendment is not consistent with Town plans and policies.

Section 2. The Board concludes that its rejection of the above described amendment is reasonable and in the public interest because existing regulations are appropriate.

Section 3. This resolution become effective upon adoption.

This the ____ day of _____, 20__ /

Ayes:

Noes:

Abstentions:

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 in accordance with the provisions of this subsection by all developments that fall within the use classifications shown in the following Table of Bicycle Parking Standards.

When determination of the number of spaces required by this table results in a requirement of a fractional space, any fraction of one-half or less shall be disregarded, while a fraction in excess of one-half shall be counted as one space.

Table of Bicycle Parking Standards	
Use	Bicycle Parking Requirement
1.300	1 space per unit
2.100 2.200 2.300	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
3.100 3.200	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
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 8.200	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
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. Sheltered parking is preferred. 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 an equivalent number of other accessible covered bicycle parking spaces are 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.

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

Section 4. This ordinance shall become effective upon adoption

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 otherwise 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.



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

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

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 7-58).
- 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.

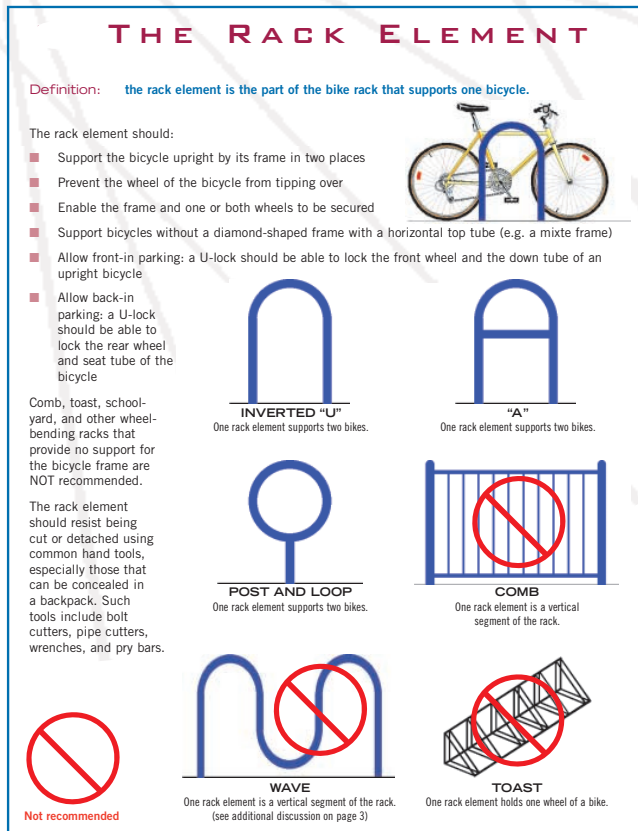


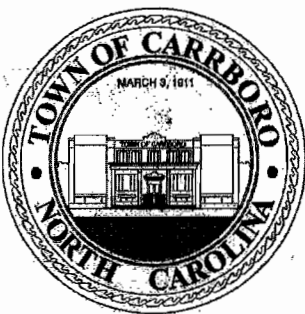
Fig. 7-60. Recommended bicycle parking facilities, Source: APBP. (www.apbp.org)

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: 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

11 / 3 /11
DATE



TOWN OF CARRBORO

Planning Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

THURSDAY, APRIL 5, 2012

LAND USE ORDINANCE TEXT AMENDMENTS ESTABLISHING BICYCLE PARKING REQUIREMENTS

Motion was made by Seils and seconded by Chaney that the Planning Board recommends that the Board of Aldermen approve the draft ordinance, and further believes that a minimum of two bicycle parking spaces would be a reasonable number per unit for use 1.3 (multi-family residences).

VOTE: **AYES** (10) Matthew Barton, Bethany Chaney, David Clinton, Jessica Ferrer, Braxton Foushee, John Killeen, Heather Hunt, Susan Poulton, Adam Schaefer, and Damon Seils; **NOES** (0); **ABSENT/EXCUSED** (1) Richard Jaimeyfield; **ABSTENTIONS** (0).

Associated Findings

By a unanimous show of hands, the Planning Board membership indicated that no members have any financial interests that would pose a conflict of interest to the adoption of this amendment.

Furthermore, the Planning Board of the Town of Carrboro finds that the proposed text amendment is consistent with the policy recommendations outlined in Chapter 5 of the Comprehensive Bicycle Transportation Plan, (adopted in March of 2009), to develop and implement bicycle parking standards and requirements.

Motion by Seils and second by Killeen that the Planning Board of the Town of Carrboro also finds that the proposed text amendment is consistent with the findings from *Carrboro Vision 2020* regarding bicycle transportation, particularly the following sections:

- 4.0 The safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential.
- 4.31 The town should fully implement its bicycle and pedestrian network plan. This plan should identify links needed now as well as links that will be needed now as well as links that will be needed by 2020.
- 4.52 New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrians and bicycles, given the added load to the infrastructure and anticipated use of facilities.

VOTE: **AYES** (10) Matthew Barton, Bethany Chaney, David Clinton, Jessica Ferrer, Braxton Foushee, John Killeen, Heather Hunt, Susan Poulton, Adam Schaefer, and Damon Seils; **NOES** (0); **ABSENT/EXCUSED** (1) Richard Jaimeyfield; **ABSTENTIONS** (0).


John P. Killeen April 9, 2012

RESERVED FOR APRIL 2012 TAB RECOMMENDATION

*Note: The TAB suggested several changes to the draft ordinance at its April 19, 2012, meeting. However, a formal recommendation was not made. A summary of the suggested changes is presented in the agenda abstract.

ORANGE COUNTY PLANNING & INSPECTIONS DEPARTMENT

Craig N. Benedict, AICP, Director

Administration
(919) 245-2575
(919) 644-3002 (FAX)
www.co.orange.nc.us



131 W. Margaret Lane
P O Box 8181
Hillsborough,
North Carolina, 27278



TRANSMITTAL DELIVERED VIA EMAIL

April 13, 2012

Patricia J. McGuire, AICP
Planning Director
Town of Carrboro
301 W. Main St.
Carrboro, NC 27510

SUBJECT: Joint Planning Review of Proposed Ordinance Amendments

Dear Trish:

Thank you for the opportunity to review the following Land Use Ordinance amendments received by us on March 26, 2012 and proposed for town public hearing on April 24:

- *Adding a bike parking requirement to the Land Use Ordinance*
- *Clarifying the automobile parking space requirements to be more consistent with other jurisdictions*

We have reviewed the amendments and find no inconsistency with the adopted *Joint Planning Area Land Use Plan*.

If you have any questions or need additional information, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Perdita Holtz".

Perdita Holtz, AICP
Planning Systems Coordinator