# Section 15-290 Definitions.

Article XVIII

**PARKING**

Unless otherwise specifically provided or unless clearly required by the context, the words and phrases defined below shall have the meaning indicated when used in this section.

1. **Circulation Area.** That portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. Essentially, driveways and other maneuvering areas (other than parking aisles) comprise the circulation area.
2. **Driveway**. That portion of the vehicle accommodation area that consists of a travel lane bounded on either side by an area that is not part of the vehicle accommodation area.
3. **Electric Vehicle Charging Station.** (EV Charging Station). Equipment that connects an electric vehicle to a source of electricity to recharge electric cars and plug-in hybrids; EV charging stations may also be referred to as electric vehicle supply equipment (EVSE). EV charging stations are classified into three levels based on charging speeds: **(AMENDED 6/8/2021)**

Level 1 – Level 1 Chargers use a 120 volt, alternating-current (AC) plug and require a dedicated circuit offering about five miles of range for everyone defined by the speed with which they provide a charge.

Level 2 – Level 2 Chargers use a 240 volt, alternating-current (AC) plug providing 10 to 20 miles of range for every hour of charging.

Level 3 – Level 3 Chargers use a 480 volt, direct-current (DC) plug, bypassing the onboard charger and providing DC electricity to the battery via a special charging port. Also known as fast chargers, Level 3 chargers provide up to 40 miles of range for every 10 minutes of charging.

1. **Electric Vehicle Capable**. Includes the installation of electric panel capacity with a dedicated branch circuit and underground conduit from the panel to the future EV parking spot. For the purposes of this section, the dedicated panel capacity for EV capable parking spaces shall be sized using Level 2 charging requirements. **(AMENDED 6/8/2021)**
2. **GREEN VEHICLE.** A vehicle designed to operate on fuels other than gasoline or diesel for reduced emissions. Examples of alternative fueled vehicles include those that run on electricity (electric or plug-in hybrid), compressed natural gas (CNG) or E85 (a mixture of about 85% ethanol and 15% gasoline). **(AMENDED 6/8/2021)**
3. **Gross Floor Area.** The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.
4. **Loading and Unloading Area**. That portion of the vehicle accommodation area used to satisfy the requirements of Section 15-300.
5. **PARKING AREA AISLES.** That portion of the vehicle accommodation area consisting of lanes providing access to parking spaces. **(AMENDED 2/4/86)**

9) **Parking Space**. A portion of the vehicle accommodation area set for the parking of one vehicle.

9A) **Transit Parking Area**. The area within one-half mile of any fixed bus route in the Chapel Hill Transit Short Range Plan that operates a minimum of five days per week.

1. **Vehicle Accommodation Area**. That portion of a lot that is used by vehicles for access, circulation, parking and loading and unloading. It comprises the total of circulation areas, loading and unloading areas, and parking areas.
2. **Vehicle Storage Area.** That portion of a vehicle accommodation area used in connection with a 9.200 or 9.400 classification use as a place to park vehicles temporarily while they are waiting to be worked on or pending the pick-up of such vehicles by their owners.

# Section 15-291 Maximum Number of Parking Spaces Permitted.

* 1. All Residential Development development other than single-family dwellings, two-family dwellings, three-family dwellings, and four-family dwellings located within the Transit Parking Area, shall not provide parking spaces that exceed the maximum number of parking spaces permitted for the use or uses on the site, in accordance with subsection c below.
  2. The Council recognizes that the Maximum Parking Table set forth in subsection c cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered, the permit-issuing authority is authorized to determine the maximum amount of allowable parking for a particular site using this table as a guide. In addition, the Town Council may authorize an increase of up to 25 percent of the maximum parking allowed when approving a Village Mixed Use Master Plan or Special Use Permit-A or an Office/Assembly development Special Use Permit-A. **(AMENDED 5/25/99)**
  3. **In situations where a developer may wish to provide parking spaces designated exclusively for car share vehicles that can be reserved on an hourly basis, up to a maximum of three car share spaces may be provided.**

(c) Maximum Parking Table

| **Use** | **Maximum Number of Parking Spaces** |
| --- | --- |
| **1.100** | A maximum of 2 spaces per dwelling unit plus a maximum of one space per room rented out in each dwelling unit (see Accessory Uses, Section 15-150). Spaces within an enclosed or partially enclosed garage shall not be counted towards the maximum number of parking spaces allowed. **(AMENDED 2/24/84; 8/27/96)** |
| **1.200** | A maximum of 2 spaces for each dwelling unit, except that one bedroom units are allowed only one space. |
| **1.300** | With respect to multi-family units located in buildings where each dwelling unit has an entrance and living space on the ground floor, the maximum number of parking spaces allowed shall be 1½ spaces for each one bedroom unit and a maximum of 2 spaces for each unit with two or more bedrooms. All other multi-family units allow up to a maximum of 1 space for each bedroom in each unit plus a maximum of 1 additional space for every four units in the development.  **(AMENDED 5/10/83)** |
| **1.340**  **1.350** | A maximum of 1 space per every four dwelling units. **(AMENDED 1/11/00)**  A maximum of 2 spaces for each dwelling unit, except that one bedroom units are permitted only one space. **(AMENDED 10/22/19)** |
| **1.410**  **1.420** | A maximum of 1 space for each bedroom. |
| **1.430** | A maximum of 1 space for each room to be rented. |
| **1.510** | A maximum of 1 space per room plus a maximum of 5 additional spaces for restaurant or other facilities. **(AMENDED 11/28/06)** |
| **1.61**  **1.62**  **1.63** | A maximum of 3 spaces for every five beds except for uses exclusively servicing children under 16, in which case a maximum of 1 space for every 3 beds shall be allowed. |
| **1.900**  **1.910** | A maximum of 4 spaces for offices of physicians or dentists; A maximum of 2 spaces for attorneys; a maximum of 1 space for all others.  A maximum of 4 spaces for offices of physicians or dentists; A maximum of 2 spaces for attorneys; a maximum of 1 space for all others, plus a maximum of one space for each non-resident employee. **(AMENDED 10/22/19)** |
| **2.110** | A maximum of 1 space per 200 square feet of gross floor area. |
| **2.120**  **2.130** | A maximum of 1 space per 400 square feet of gross floor area. |
| **2.140** | A maximum of 1 space per 200 square feet of gross floor area plus reservoir lane capacity equal to a maximum of three spaces for per window. **(AMENDED 2/4/86)** |
| **2.150** | A maximum of 1 space per 200 square feet in the portion of the building to be used for retail sales plus a maximum of 1 space for every two employees on the maximum shift. **(AMENDED 4/15/97)** |
| **2.210** | A maximum of 1 space per 200 square feet of gross floor area. **(AMENDED 2/4/86)** |
| **2.220**  **2.230** | A maximum of 1 space per 400 square feet of gross floor area. |
| **2.240**  **2.250** | A maximum of 1 space per 200 square feet of gross floor area plus reservoir lane capacity equal to a maximum of three spaces for per window. **(AMENDED 10/23/18)** |
| **2.310** | A maximum of 1 space per 200 square feet of gross floor area. |
| **2.320** | A maximum of 1 space per 400 square feet of gross floor area. |
| **2.330** | A maximum of 1 space per 400 square feet of gross floor area. |
| **3.110** | A maximum of 1 space per 200 square feet of gross floor area. |
| **3.120** | A maximum of 1 space per 400 square feet of gross floor area. |
| **3.130**  **3.131** | A maximum of 1 space per 150 square feet of gross floor area.  **(AMENDED 10/23/18)** |
| **3.150** | A maximum of 1 space per 200 square feet of ground floor area. **(AMENDED 6/20/95)** |
| **3.210** | A maximum of 1 space per 200 square feet of gross floor area. |
| **3.220** | A maximum of 1 space per 400 square feet of gross floor area. |
| **3.230** | A maximum of 1 space per 200 square feet of area within main building plus reservoir lane capacity equal to a maximum of five spaces for per window (a maximum of 10 spaces if window serves two stations). |
| **3.250** | A maximum of A maximum of 3 spaces arranged in close proximity to this use. **(AMENDED 9/01/92)** |
| **3.260** | A maximum of 1 space for every full time employee; a maximum of 1 space for every 2 part time employees; a maximum of 1 space for every 3 volunteers; a maximum of 1 space for every 20 seats in the portion of the building used for dining and a maximum of 1 space for every 100 square feet of the building dedicated toward meeting or educational space (depending on programming needs, this requirement may apply to the kitchen and dining spaces). **(AMENDED3/22/16)** |
| **4.100**  **4.200** | A maximum of 1 space for every two employees on the maximum shift except that in the B-1-G, B-2, B-3, and B-4 zones, such uses may provide a maximum of 1 space per 200 square feet of gross floor area. |
| **5.110** | A maximum of 1.75 spaces per classroom in elementary schools  A maximum of 5.0 spaces per classroom in high schools. |
| **5.120** | A maximum of 1 space per 100 square feet of gross floor area. |
| **5.130** | A maximum of 1 space per 150 square feet of gross floor area. |
| **5.200** | A maximum of 1 space per every four seats in the portion of the church building to be used for services plus spaces for any residential use as determined in accordance with the parking requirements set forth above for residential uses, plus a maximum of 1 space for every 200 square feet of gross floor area designed to be used neither for services nor residential purposes. |
| **5.310**  **5.320** | A maximum of 1 space per 300 square feet of gross floor area. |
| **5.400** | A maximum of 1 space per 300 square feet of gross floor area. |
| **6.110** | A maximum of 1 space for every 3 persons that the facilities are designed to accommodate when fully utilized (if they can be measured in such a fashion -- example tennis courts or bowling alleys) plus a maximum of 1 space per 200 square feet of gross floor area used in a manner not susceptible to such calculation. |
| **6.120**  **6.130** | A maximum of 1 space for every four seats. |
| **6.140** | A maximum of 1 space for every 200 square feet of gross floor area within enclosed buildings  **(AMENDED 2/2/88)** |
| **6.210**  **6.220** | A maximum of 1 space per 200 square feet of area within enclosed buildings, plus a maximum of 1 space for every 3 persons that the outdoor facilities are designed to accommodate when used to the maximum capacity. |
| **6.230** | Miniature golf course – A maximum of 1 space per 300 square feet of golf course area plus a maximum of 1 space per 200 square feet of building gross floor area; Driving range -- a maximum of 1 space per tee plus a maximum of 1 space per 200 square feet in building gross floor area; Par Three Course -- a maximum of 2 spaces per golf hole plus a maximum of 1 space per 200 square feet of building gross floor area. |
| **6.240** | A maximum of 1 space per horse that could be kept at the stable when occupied to maximum capacity. |
| **6.250** | A maximum of 1 space for every three seats. |
| **6.260** | A maximum of 1 space per speaker outlet. |
| **7.100** | A maximum of 2 spaces per bed. |
| **7.200** | A maximum of 3 spaces for every 5 beds |
| **7.300**  **7.400** | A maximum of 1 space for every two employees on maximum shift. |
| **8.100** | A maximum of 1 space per 100 square feet of gross floor area. **(AMENDED 2/24/87)** |
| **8.200** | A maximum of 1 space for every four outside seats. **(AMENDED 2/24/87)** |
| **8.300** | A maximum of 1 space for each drive-in service spot. **(AMENDED 2/24/87)** |
| **8.400** | Reservoir lane capacity equal to a maximum of five spaces per drive-in window. **(AMENDED 2/24/87)** |
| **8.500** | A maximum of five spaces regardless of the projected level of carry-out service.  **(AMENDED 2/24/87)** |
| **8.600** | A maximum of 1 space per 200 square feet of floor area plus a maximum of one space for per employee engaged in delivery service. **(AMENDED 2/24/87)** |
| **6.120**  **6.130** | A maximum of 1 space for every four seats. |
| **6.140** | A maximum of 1 space for every 200 square feet of gross floor area within enclosed buildings  **(AMENDED 2/2/88)** |
| **6.210**  **6.220** | A maximum of 1 space per 200 square feet of area within enclosed buildings, plus a maximum of 1 space for every 3 persons that the outdoor facilities are designed to accommodate when used to the maximum capacity. |
| **6.230** | Miniature golf course – a maximum of 1 space per 300 square feet of golf course area plus a maximum of 1 space per 200 square feet of building gross floor area; Driving range -- a maximum of 1 space per tee plus a maximum of 1 space per 200 square feet in building gross floor area; Par Three Course -- a maximum of 2 spaces per golf hole plus a maximum of 1 space per 200 square feet of building gross floor area. |
| **6.240** | A maximum of 1 space per horse that could be kept at the stable when occupied to maximum capacity. |
| **6.250** | A maximum of 1 space for every three seats. |
| **6.260** | A maximum of 1 space per speaker outlet. |
| **7.100** | A maximum of 2 spaces per bed. |
| **7.200** | A maximum of 3 spaces for every 5 beds |
| **7.300**  **7.400** | A maximum of 1 space for every two employees on maximum shift. |
| **8.100** | A maximum of 1 space per 100 square feet of gross floor area. **(AMENDED 2/24/87)** |
| **8.200** | A maximum of 1 space for every four outside seats. **(AMENDED 2/24/87)** |
| **8.300** | A maximum of 1 space for each drive-in service spot. **(AMENDED 2/24/87)** |
| **8.400** | Reservoir lane capacity equal to a maximum of five spaces per drive-in window. **(AMENDED 2/24/87)** |
| **8.500** | A maximum of 5 spaces regardless of the projected level of carry-out service.  **(AMENDED 2/24/87)** |
| **8.600** | A maximum of 1 space per 200 square feet of floor area plus a maximum of one space for per employee engaged in delivery service. **(AMENDED 2/24/87)** |
| **8.800** | A maximum of 1 space per 100 square feet of performing arts space plus additional spaces for associated and accessory uses as indicated in this table, either Part I or Part II, whichever is less. (AMENDED 11/27/18) |
| **9.100** | A maximum of 1 space per 200 square feet of gross floor area plus an extra 810 square foot vehicle storage area per repair bay. |
| **9.200** | A maximum of 2 regular spaces per bay plus a 1,540 square foot vehicle storage area per bay.  (AMENDED 2/4/86) |
| **9.300**  **9.400** | A maximum of 1 space per 200 square feet of gross floor area of building devoted primarily to gas sales operation; plus sufficient parking area to accommodate a maximum of 2 vehicles per pump without interfering with other parking spaces.  A maximum of 2 regular spaces per bay and office plus an 810 square foot vehicle storage area per bay. (AMENDED 2/4/86, 10/20/92) |
| **9.500** | Conveyer type--a maximum of 1 space for every three employees on the maximum shift plus reservoir capacity equal to a maximum of five times the capacity of the washing operation. Self-service type--a maximum of 2 spaces for drying and cleaning purposes per stall plus a maximum of two reservoir spaces in front of each stall. |
| **10.210**  **10.220** | A maximum of 1 space for every two employees on the maximum shift but not less than A maximum of 1 space per 5,000 square feet of area devoted to storage (whether inside or outside). |
| **11.000** | A maximum of 1 space per 200 square feet of gross floor area. |
| **12.100**  **12.200** | A maximum of 1 space per 200 square feet of gross floor area. |
| **13.100**  **13.200**  **13.300**  **13.400** | A maximum of 1 space per 200 square feet of gross floor area. |
| **14.100**  **14.200**  **14.300**  **14.400** | a maximum of 1 space for every 2 employees on maximum shift. |
| **15.100**  **15.200** | A maximum of 1 space per 200 square feet of gross floor area. |
| **15.300** | A maximum of 1 space for every 2 employees on maximum shift. |
| **15.400** | A maximum of 1 space per 100 square feet of gross floor area. |
| **15.500** | A maximum of 1 space per 400 square feet of gross floor area of the collection facility plus A maximum of 1 space per employee or attendant. **(AMENDED 6/28/83)** |
| **16.100** | A maximum of 1 space per 200 square feet of gross floor area plus reservoir lane capacity equal to a maximum of three spaces for per window. |
| **16.200** | A maximum of 1 space per 200 square feet of gross floor area. |
| **19.000** | A maximum of 1 space per 1,000 square feet of lot area used for storage, display, or sales.  **(AMENDED 5/12/81)** |
| **20.000**  **21.000** | A maximum of 1 space per 200 square feet of gross floor area. |
| **22.000** | A maximum of 1 space for every employee plus A maximum of 1 space per 250 square feet of floor area used for day care in addition to spaces for any residential use as determined in accordance with the parking requirements set forth above for residential uses. |
| **23.000** | A maximum of 1 space per 200 square feet of gross floor area.  A maximum of 1 space per room plus additional space for restaurant or other facilities. |
| **34.000**  **34.100**  **34.200** | A maximum of 1 space per room plus additional spaces for restaurant or other facilities.  A maximum of 2 spaces per main dwelling unit plus A maximum of 1 space per room. **(AMENDED 6/22/99; 11/28/06)** |

**(AMENDED 2/04/97; 1/11/00; 5/18/04)**

1. 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 (AMENDED 11/27/18)** | |
| **Use** | **Bicycle Parking Requirement** |
| 1.300 | 1.5 spaces 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 |
| 3.260 | 1 space for every 5 seats in the portion of the building used for dining |
| 5.100 | 1 space per 10 students plus 1 space per 10 employees |
| 6.200 | 1 space per 4 presumptively required auto spaces |
| 8.100  8.200  8.800 | 1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces |
| 10.100 | 1 space per 10 auto spaces, with a minimum of 5 spaces |
| 34.100 | 1 space per 5 rooms, up to 50 rooms; 1 space per 10 rooms above 50 rooms |

# (AMENDED 6/19/12; 3/22/16)

1. All developments, including residential and non-residential, approved after June 8, 2021, that provide parking spaces shall include electric vehicle infrastructure in accordance with the standards of this subsection. **(AMENDED 6/8/2021)**

When the number of parking spaces provided results in a requirement of a fractional space, any fraction of one-half or less may be discarded, while a fraction in excess of one-half space shall be counted as one parking space.

* 1. Requirement for EV charging stations.
     1. In parking lots where the number of parking spaces proposed to be provided is greater than 35 spaces, EV charging stations shall be installed in at least 3 percent of the spaces, with a minimum of two spaces.
     2. Parking spaces equipped with EV charging stations shall be reserved for electric and plug-in hybrid vehicles only; no other vehicles may be parked in these spaces.
     3. At least one EV charging station shall be installed in a parking space that is ADA compliant. This space shall be in addition to whatever ADA spaces are otherwise required on the site.
     4. EV charging stations shall provide Level 2 charging capacity or greater.
     5. EV charging stations shall meet the standards for electrical connecters: SAE Surface Vehicle Recommended Practice J1772 or SAE Electric Vehicle Conductive Charge Coupler for compatibility with all types of chargers.
     6. Each EV charging station shall be provided with signage listing the voltage and amperage levels, the available times of use, information relating to fees and/or other safety information. Signage and pavement mark- ings shall comply with MUTCD standards.
     7. Informational signage to guide motorists to the charging stations and/or other signage including website links and/or QR codes for information on energy, greenhouse gas emissions, or related data may be installed so long as the height or placement does not interfere with circulation or sight distances within the parking area or the entrance/exit of the parking facility.
  2. Requirement for EV capable charging stations.
     1. At least 20 percent of the total number of parking spaces proposed to be provided shall be made EV capable.
     2. Electrical panels labeled “EV capable” shall be provided at each parking space.
  3. Residential subdivisions of fifteen or more dwelling units, subject to the open space and recreation facilities requirements of Article XIII of this chapter, that provide parking shall provide at least one parking space with an EV charging station and one parking space with EV capable infrastructure at all common areas where parking is provided.
     1. At least one EV charging station shall be installed in a parking space that is ADA compliant. This space shall be in addition to whatever ADA spaces are otherwise required on the site.
     2. If only one parking space is provided at the common area, it shall be equipped with EV capable infrastructure.
     3. All EV infrastructure and associated signage shall be maintained by the Homeowners Association in accordance with section 15-201.

# Section 15-292 Flexibility in Administration Required. (AMENDED 10/23/18)

1. The Council recognizes that due to the particularities of any given development, the inflexible application of the parking standards set forth in Subsection 15-291(c) may result in a development with inadequate parking space. Therefore, the permit-issuing authority may permit deviations from the presumptive requirements of Subsection 15-291(c) and allow more parking at the request of an applicant whenever it finds that such deviations are more likely to satisfy the standard set forth in subsection 15-291(a). In addition, that same flexible approach shall be followed with respect to the vehicle storage area requirements set forth in the preceding table.

(a1) The Council also recognizes that due to the particularities of any given development, the inflexible application of bicycle parking standards set forth in Subsection 15-291(h) and 15-295.1 may result in a development with inadequate bicycle parking spaces.. Therefore, the permit-issuing authority may permit deviations from the presumptive requirements of Subsection 15-291(h) and 15-295.1 and require more bicycle parking subject to the criteria in Subsection 15-292(b1).

(b1) The permit-issuing authority may allow deviations from the bicycle parking requirements set forth in Subsection 15-291(h) when it finds at least one of the following:

1. A residential development is irrevocably oriented toward the elderly, and or persons with disabilities; or
2. A residential or commercial development is located on a lot, constrained by size or topography, such that the installation of the presumptive number bicycle parking spaces that comply with the Design Standards for Bicycle Parking in Section 15-295.1 is impracticable. In those cases, the develop- ment shall instead provide the maximum number of bicycle parking spaces practicable.
3. Whenever the permit-issuing authority allows a deviation from the presumptive parking requirements set forth in subsections 15-291(g), 15-291(h) and 15-295.1, it shall enter on the face of the permit the deviation that it authorizes and the reasons for allowing the deviation.
4. If the permit-issuing authority concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by subsections 15-291(g) and 15-291(h) for a particular use classification is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Article XX.

# Section 15-293 Parking Space Dimensions. (AMENDED 9/13/83)

1. Subject to subsection (b) and (c), parking spaces shall contain a rectangular area at least eight and one-half feet wide and eighteen feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, as long as the parking spaces so created contain within them the rectangular area required by this section. **(AMENDED 2/5/08)**
2. In parking areas containing ten or more spaces, up to 40% of the parking spaces may be set aside for the exclusive use of compact cars, provided the compact car area is designated for exclusive use by compact cars, and that adequate signs are provided designating and informing the public of the exclusive use. A compact parking space shall contain a rectangular area eight feet wide and fifteen feet long. **(AMENDED 4/24/12)**
3. Wherever parking consists of spaces set aside for parallel parking, one foot shall be added to the minimum required width, and three feet to the minimum required length.
4. Motorcycle pads shall contain a rectangular area at least four feet wide and eight feet long. Spaces shall be located at either end of parking aisles and shall have, centered, a concrete or metal strip one square foot in area to accommodate the use of kick stands.

# Section 15-294 Required Width of Parking Area Aisles. (AMENDED 5/18/04)

1. Subject to subsections (b) and (c) parking area aisles shall have a minimum width between parking spaces as follows: **(AMENDED 6/26/84)**

**ONE WAY**

24

23

21

19

**TWO WAY**

24

18

13

13

**90**

**60**

**45**

**0**

**AISLE TYPE**

**STANDARD, OR NON-SUBCOMPACT AREA PARKING ANGLE**

1. In parking areas where subcompact spaces are provided pursuant to 15-293(b) of this ordinance, parking aisle spaces adjoining subcompact spaces shall have a minimum width between such parking spaces as follows:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **STANDARD AREA PARKING ANGLE** | | | |
| **AISLE TYPE** | **0** | **45** | **60** | **90** |
| **ONE WAY** | 13 | 13 | 14 | 20 |
| **TWO WAY** | 19 | 21 | 23 | 24 |

1. The width of a parking aisle serving 90o angle parking may be reduced to eighteen feet if *(i)* not more than ten spaces are to be served by an aisle with such reduced width, and *(ii)* the aisle “dead ends”, i.e., is not used as an access way to other areas. **(AMENDED 6/26/84)**
2. Driveways shall be not less than ten feet in width for one way traffic and eighteen feet in width for two way traffic, except that ten foot wide driveways are permissible for two way traffic when *(i)* the driveway is no longer than fifty feet, *(ii)* it provides access to not more than ten spaces, and *(iii)* sufficient turning space is provided so that vehicles need not back into a public street. **(AMENDED 6/26/84)**
3. Notwithstanding the other provisions of this section, the permit issuing authority may allow the use of geometric standards other that those specified in this section if the permit issuing authority finds that (i) the plans for the vehicle accommodation area are sealed by a registered engineer with recognized expertise in parking facility design, and (ii) the alternative design will satisfy off-street parking requirements as adequately as would a facility using the specifications set forth in this section and would otherwise be consistent with public safety.

# Section 15-295 General Design Requirements (AMENDED 5/18/04)

1. Vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units.
2. Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.
3. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
4. Vehicle storage areas are not required to observe any particular configuration but shall be so located and designed so that the entire amount of required square footage of such areas can be

used for the purpose intended without creating any substantial danger of injury to persons or property and without impeding vehicular movement in the adjacent street. **(AMENDED 2/4/86)**

1. To the extent practicable, parking shall not be allowed between a building façade and a street right-of-way in the B-1(c), B-1(g), and B-2 zoning districts.

# Section 15-295.1 Design Standards for Bicycle Parking. (AMENDED 6/19/12; 11/19/13)

1. 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. At least 50 percent of bicycle parking shall be sheltered. Designating space for bicycle parking within buildings is an option to consider when feasible.
2. 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.
3. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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 designs commonly known as “inverted U”, “A”, and “post-and-loop” are preferred types. The “wave”, “toast”, and “comb” racks, as described in Chapter 7, Figure 7-60, of the 2009 Carrboro Comprehensive Bicycle Transportation Plan, are discouraged and shall not count toward fulfillment of the requirements in Section 15-291(h). (**AMENDED 11/19/13)**
9. Bicycle racks should be designed and constructed according to Design Guidelines of the 2009 Carrboro Bicycle Plan.

# Section 15-296 Vehicle Accommodation Area Surfaces.

1. Subject to subsections (e), (f), (g), and (h) vehicle accommodation areas that (i) include lanes for drive-in windows; (ii) are proposed to contain more than 1,000 square feet of vehicle storage area; or (iii) contain parking areas with more than ten parking spaces and that are used regularly at least five days per week shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust. Specifications for surfaces meeting the standard set forth in this subsection are contained in Appendix D. **(AMENDED 2/4/86; 3/4/86; 6/26/90; 5/6/03)**
2. Vehicle accommodation areas that are not provided with the type of surface specified in subsection (a) shall be graded and surfaced with crushed stone, gravel, or other suitable material (as provided in the specifications set forth in Appendix D) to provide a surface that is stable and will help to reduce dust and erosion. The perimeter of such parking areas shall be defined by bricks, stones, railroad ties, or other similar devices. In addition, whenever such a vehicle accommodation area abuts a paved street, the driveway leading from such street to such area (or, if there is no driveway, the portion of the vehicle accommodation area that opens onto such streets), shall be paved as provided in subsection (a) for a distance of fifteen feet back from the edge of the paved street. This subsection shall not apply to single-family residences, duplexes, multi-family residences consisting of two dwelling units, homes for the handicapped or infirm, or other uses that are required to have only one or two parking spaces.
3. Parking spaces in areas surfaced in accordance with subsection (a) shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surfaced in accordance with subsection (b) shall be demarcated whenever practicable.
4. Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.
5. Vehicle accommodation areas that constitute 10.100 classification uses (independent automobile parking lots or garages) and that contain more than ten parking spaces shall meet the surfacing requirements set forth in subsection (a) unless it clearly appears that the 10.100 classification use is intended to be temporary (not exceeding four years). In no event may the 10.100 use continue for more than four years unless the lot is paved in accordance with this subsection. Notwithstanding the provisions of Article VIII (Nonconforming Situations), *(i)* any parking lot made nonconforming by this subsection on its effective date shall be brought into compliance within twelve months after the effective date, and *(ii)* unpaved temporary 10.100 uses in operation on the effective date of this subsection must be paved or terminated within one year thereafter or four years from the initial use of such lot, whichever comes later. **(AMENDED 3/11/86)**
6. The paving requirement of subsection (a) shall not apply to parking areas owned or leased by the town that are used for public parking for a period of time less than four years. If such areas are used for parking for a period in excess of four years, then such areas must be paved if otherwise required under the standards set forth in subsection (a). **(AMENDED 3/4/86)**
7. The paving requirement of subsection (a) shall not apply to any lot within the B-1(c) zoning district. However, lots that would otherwise be required to be paved but for this exception shall be required to comply with the shading provisions set out in Subsection 15-317. **(AMENDED 6/26/90)**
8. When any tract of land is developed under circumstances requiring the issuance of a special use permit-B or special use permit-A, and paving is required per Section 15-296(a), the vehicle overhang area located behind a parking stop may be unpaved as shown in Appendix D-3. **(AMENDED 5/6/03)**

# Section 15-297 Reserved



# Section 15-297.1 Creation of Public Parking Lots from Private Parking Areas. (AMENDED 4/15/03)

Notwithstanding any other provision of this chapter, within the B-1(c) and B-1(g) zoning districts:

* 1. The town may acquire through lease or purchase portions of one or more lots and create out of the area so acquired an independent parking lot (use classification 10.100).
  2. Acquisition by the town and use of portions of lots as provided in this section shall not be regarded as creating a non-conforming situation with respect to parking on such lots or making any existing situation more non-conforming with respect to parking.
  3. When the town acquires and uses portions of lots as provided in this section, the number of spaces within the public parking lot so created that are attributable to the portion of the parking lot acquired from each “donor” lot shall be regarded as still being located on each “donor” lot for purposes of determining whether each “donor” lot complies with the parking requirements of this article.

# Section 15-298 Reserved

# Section 15-299 Reserved

# Section 15-300 Loading and Unloading Areas.

1. Whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.
2. The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

|  |  |
| --- | --- |
| **GROSS LEASABLE AREA OF BUILDING** | **NUMBER OF SPACES WITH MINIMUM DIMENSIONS OF 12*’* x 55’ AND OVERHEAD CLEARANCE OF 14*’***  **FROM THE STREET GRADE** |
| 1,000 - 19,999 | 1 |
| 20,000 - 79,999 | 2 |
| 80,000 - 127,999 | 3 |
| 128,000 - 191,999 | 4 |
| 192,000 - 255,999 | 5 |
| 256,000 - 319,999 | 6 |
| 320,000 - 391,999 | 7 |
| **Plus one (1) for each additional 72,000 square feet or fraction thereof.** | |

1. Loading and unloading areas shall be so located and designed that the vehicles intended to use them can *(i)* maneuver safely and conveniently to and from a public right-of-way, and

*(ii)* complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

1. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

# Section 15-301 No Parking Indicated Near Fire Hydrants.

Whenever a fire hydrant is located adjacent to any portion of a vehicle accommodation area required to be paved under subsection 15-296(a), the pavement shall be clearly marked to indicate that parking within fifteen feet of such hydrant is prohibited. **(AMENDED 4/27/82)**

# Section 15-302 Reserved

**Section 15-303 Reserved.**