

Section 1. Appendix A, "Zoning" of the Code of the City of Charlotte is hereby amended as follows:

A. CHAPTER 12: DEVELOPMENT STANDARDS OF GENERAL APPLICABILITY

1. PART 2: OFF STREET PARKING AND LOADING

- a. Amend Section 12.202A, "Bicycle parking standards", subsection (1)(b) by adding additional text related to short-term bicycle parking in the public right-of-way. All other subsections remain unchanged. The revised subsection shall read as follows:

**Section 12.202A. Bicycle parking standards.**

- (1) Short-term bicycle parking shall meet the following standards:
- (a) Covered spaces. If twenty (20) or more short-term bicycle spaces are required, then at least fifty (50) percent of the required short-term bicycle spaces shall be covered. Coverage may be provided under roof overhangs or awnings, in bicycle lockers or within or under other structures.
- (b) Location. Short-term bicycle parking should be located along a major building approach line and clearly visible from the approach. The rack area shall be no more than 120 feet from the entrance it serves, or as close as the nearest non-handicap, off-street auto parking space, whichever is farther. Rack area(s) should be clearly visible from the entrance they serve and should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

Short-term bicycle parking may be located within the public right-of-way and/or within the required setback for the zoning districts listed in Section 12.202(4) subject to the following additional requirements:

1. The short-term bicycle parking shall not obstruct the required sidewalks, movement from on-street parking to the required sidewalks, or impact the minimum planting area or spacing requirements for street trees or required screening.
2. Required bicycle parking may be located in a the public right-of-way subject to approval by the Charlotte Department of Transportation (CDOT) or the North Carolina Department of Transportation (NCDOT). If bicycle parking is not approved, then the required parking must be located entirely on the site.
3. There shall be no more than 5 short-term bicycle parking spaces per 100 linear feet of street frontage.

Section 2. That this ordinance shall become effective upon its adoption.

Approved as to form:

\_\_\_\_\_  
City Attorney

I, \_\_\_\_\_, City Clerk of the City of Charlotte, North Carolina, DO HEREBY CERTIFY that the foregoing is a true and exact copy of an Ordinance adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the \_\_\_\_\_ day of \_\_\_\_\_, 2015, the reference having been made in Minute Book \_\_\_\_\_, and recorded in full in Ordinance Book \_\_\_\_\_, Page(s)\_\_\_\_\_.

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

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