

**AN ORDINANCE TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE TO ADD OR REVISE  
GRAPHICS (TC1500002)**

**WHEREAS**, the Durham City Council wishes to amend certain provisions in the Unified Development Ordinance by making technical revisions that add or revise graphics in support of the text; and

**WHEREAS**, it is the objective of the Durham City Council to have the UDO promote regulatory efficiency and consistency and the health, safety, and general welfare of the community;

**NOW, THEREFORE**, be it ordained that; Article 6, District Intensity Standards; Article 9, Landscaping and Buffering; Article 10, Parking and Loading; and Article 16, Definitions, of the Unified Development Ordinance are amended to make the following changes set forth in the deletions (strikethroughs or cross-outs) and additions (underlining) below:

**PART 1**

[Graphics for infill street yard requirements in paragraph 6.8.3, Yards]

**Sec. 6.8 Infill Development in Residential Districts**

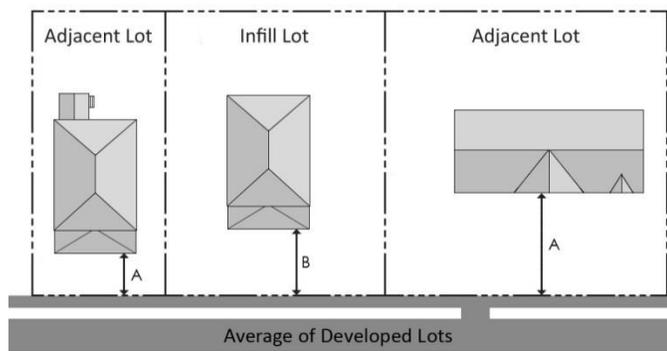
[Paragraphs not listed remain unchanged]

**6.8.3 Yards**

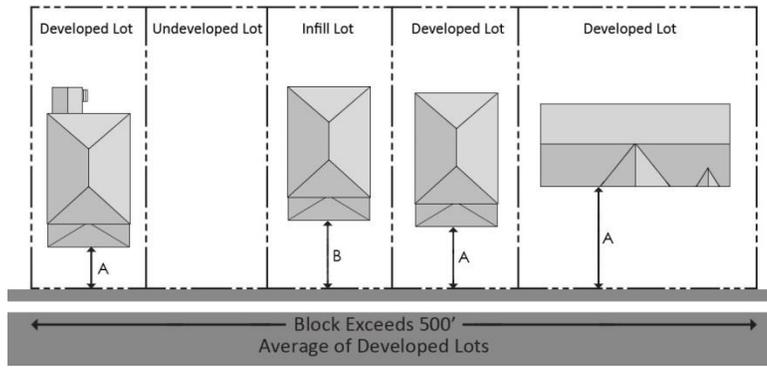
**A. Street Yards**

The minimum street yard (B) requirement shall be:

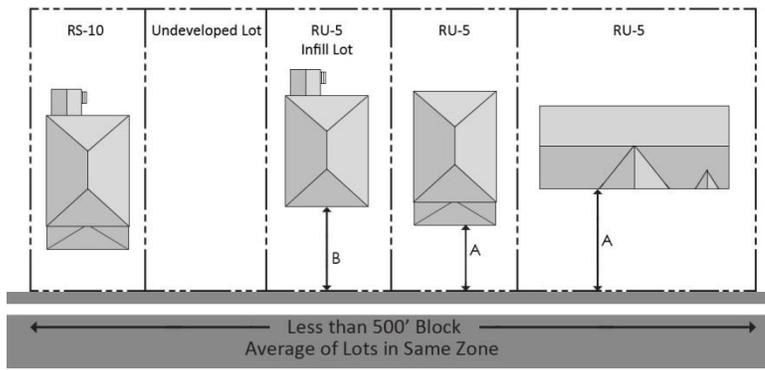
1. The average street yard of the two adjoining parcels (A) (as defined by the distance between the primary structure on each property and the edge of the right-of-way), if both parcels are developed and share the same zoning district as the property proposed for development; or



2. The average street yard of all developed parcels (A) (as defined by the distance between the primary structure on each property and the edge of the right-of-way) in the same block face as the property proposed for development, if either of the adjoining parcels is not developed and the block exceeds 500 linear feet; or



3. The average street yard for all developed parcels (A) (as defined by the distance between the primary structure on each property and the edge of the right-of-way) in the same block face as the property proposed for development that also have the same zoning designation as the property proposed for development, if either of the adjoining parcels is not developed and the block is less than 500 linear feet.



## PART 2

[Graphics for definitions of yards in paragraph Sec. 16.3, Defined Terms]

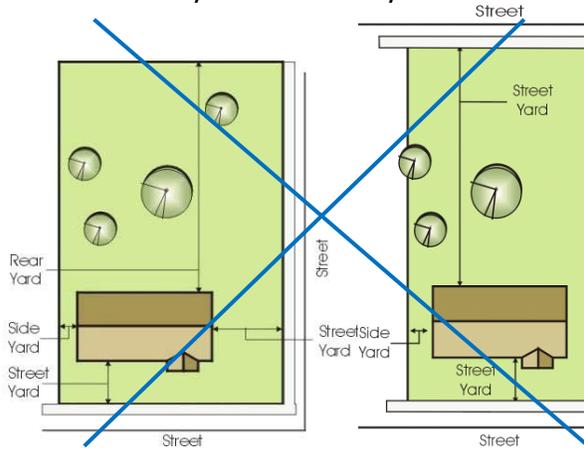
### Sec. 16.3 Defined Terms

**Yard:** A space on the same lot with a building or group of buildings, which space lies between the building or group of buildings and the nearest lot line.

**Yard, Rear:** That portion of a yard between the required rear setback and the rear property line extending the full width of the lot between side lot lines. The rear yard width is measured perpendicular to the rear lot line. The rear yard shall be the yard on the opposing side of a street yard. No rear yard shall apply for triangular or pie-shaped lots where there is no rear property line.

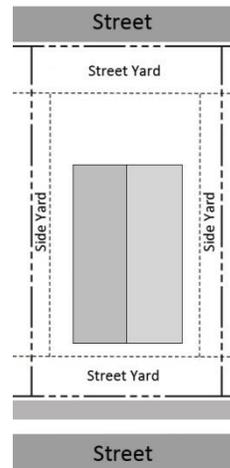
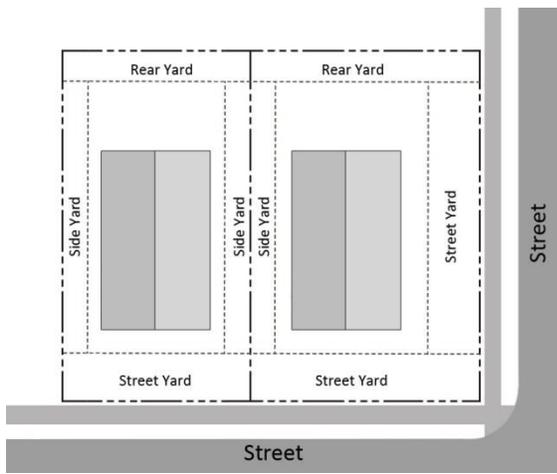
**Yard, Side:** That portion of a yard between the required side setback and the side lot line extending from the street yard to the rear yard. The side yard width is measured perpendicular to the side lot line.

**Yard, Street:** That portion of a yard extending between the edge of the street right-of-way (or easement, for private streets) and the required building placement; the portion of a lot adjoining a street as measured from the right-of-way. The street yard width is measured perpendicular to the street right-of-way. Corner lots and through lots shall be considered to have two street yards. A street yard does not exist adjacent to an alley.

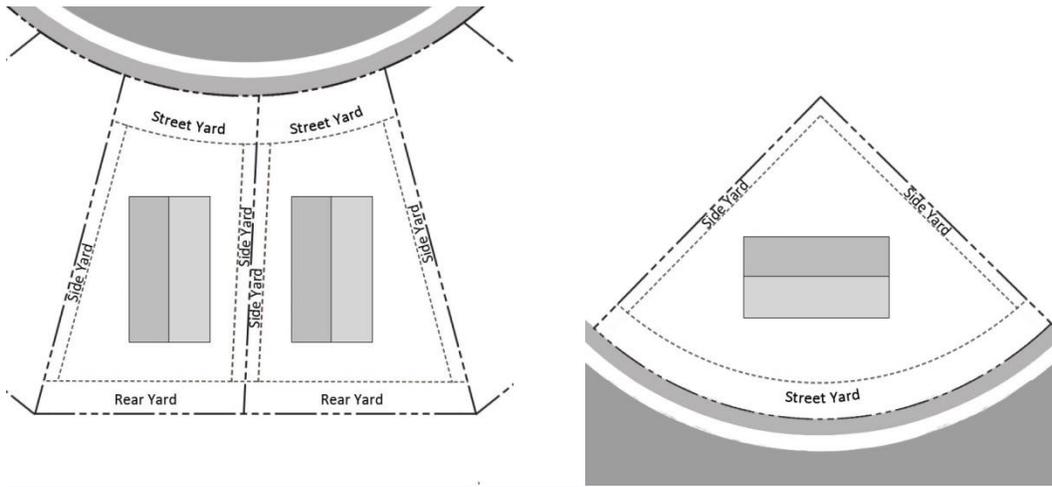


**Interior and Corner Lot Diagram:**

**Double-Frontage Lot Diagram:**



## Irregular and Triangular Lot Diagrams:



### **PART 3**

[Graphics associated with bicycle parking rack placement standards in paragraph 10.4.4, Design Standards for Bicycle Parking; modified text for technical corrections]

#### **Sec. 10.4 Design Standards**

[Paragraphs not listed remain unchanged]

#### **10.4.4 Design Standards for Bicycle Parking**

##### **B. Types of Bicycle Racks or Storage**

##### **1. “Inverted U” and Circular Racks**

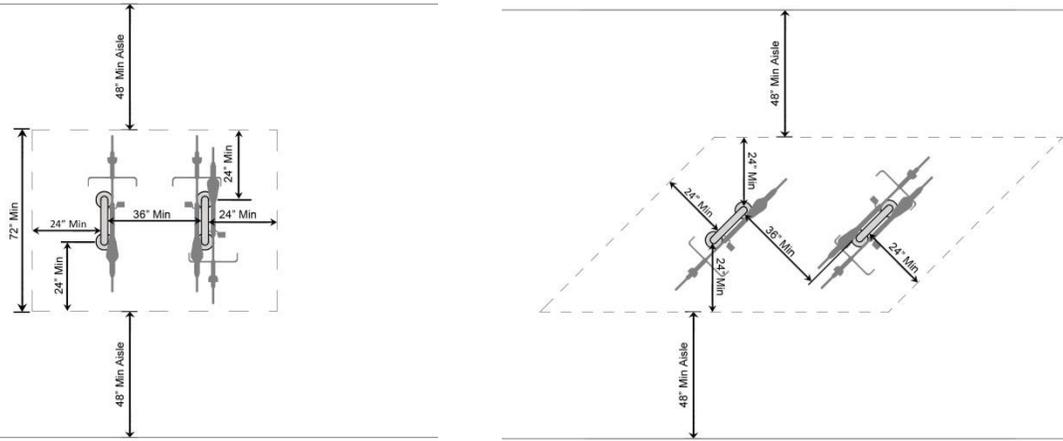
The following depict typical inverted-U and circular bicycle racks.



- a. Racks that are placed parallel to each other (side-by-side or angled) shall be spaced at least 36 inches apart.
- b. Racks placed end-to-end shall be as follows:  
(1) shall be at least 60 inches (five feet) apart if placed in a cluster parking configuration, or in a linear configuration where pedestrian movement would not be impacted, such as along a wall; or-  
(2) and At least 96 inches (eight feet) apart if placed individually in a linear manner where additional space is required to prevent an impediment to pedestrian movement, such as along a sidewalk.

- c. Racks shall be spaced at least 24 inches from walls, curb faces, pavement edges, and other obstructions. A rack can be placed closer than 24 inches to an obstruction; however, the space between the rack and obstruction shall not count as a parking space.

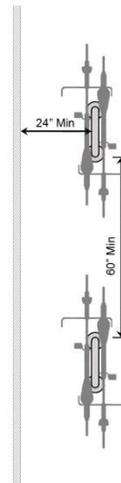
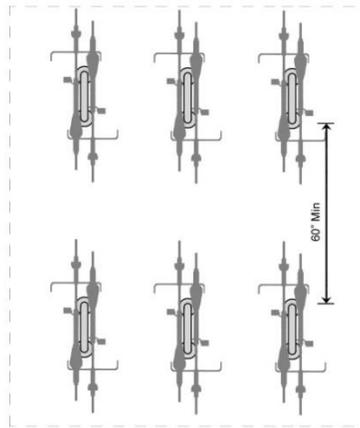
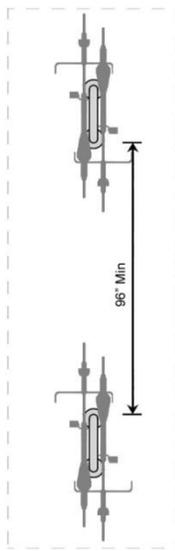
**Diagrams illustrating minimum side-by-side placement, minimum aisle width to front or rear of rack, and minimum placement from wall or obstruction:**



**Diagrams illustrating minimum end-to-end separation:**

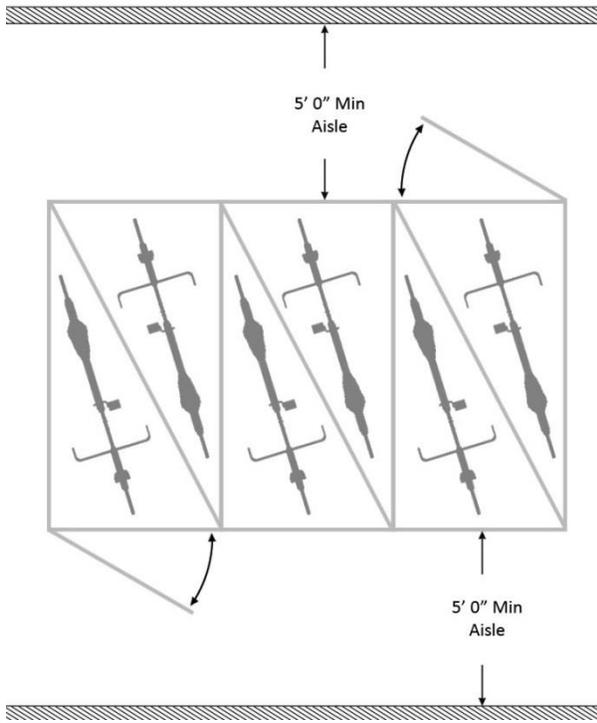
**96\"/>**

**Cluster and 60\"/>**



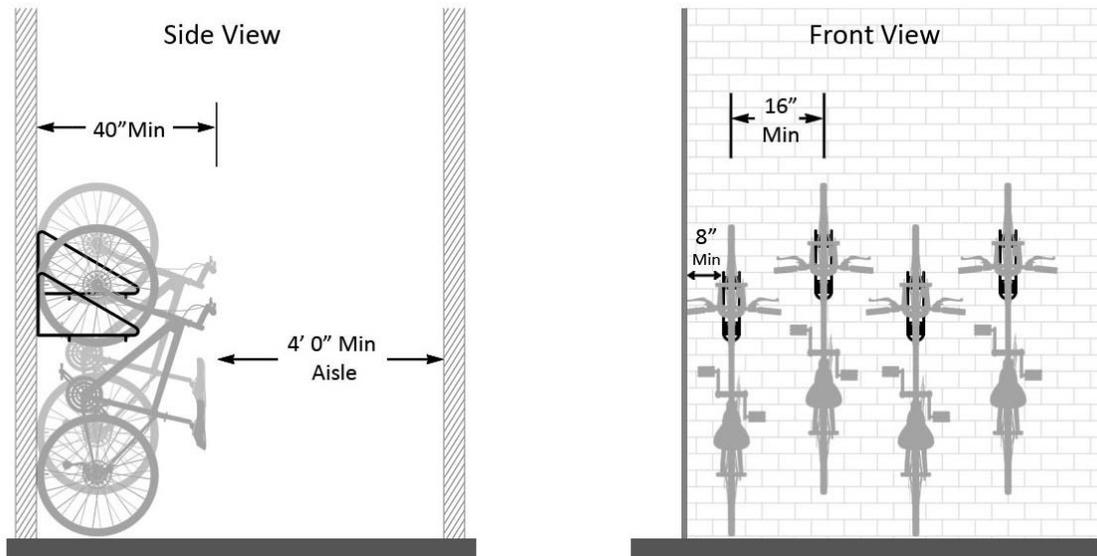
## 2. Bicycle Lockers

- a. Unless placed within individual dwelling units, bicycle lockers shall be anchored in-place.
- b. Bicycle lockers shall have an opening clearance of at least five feet.



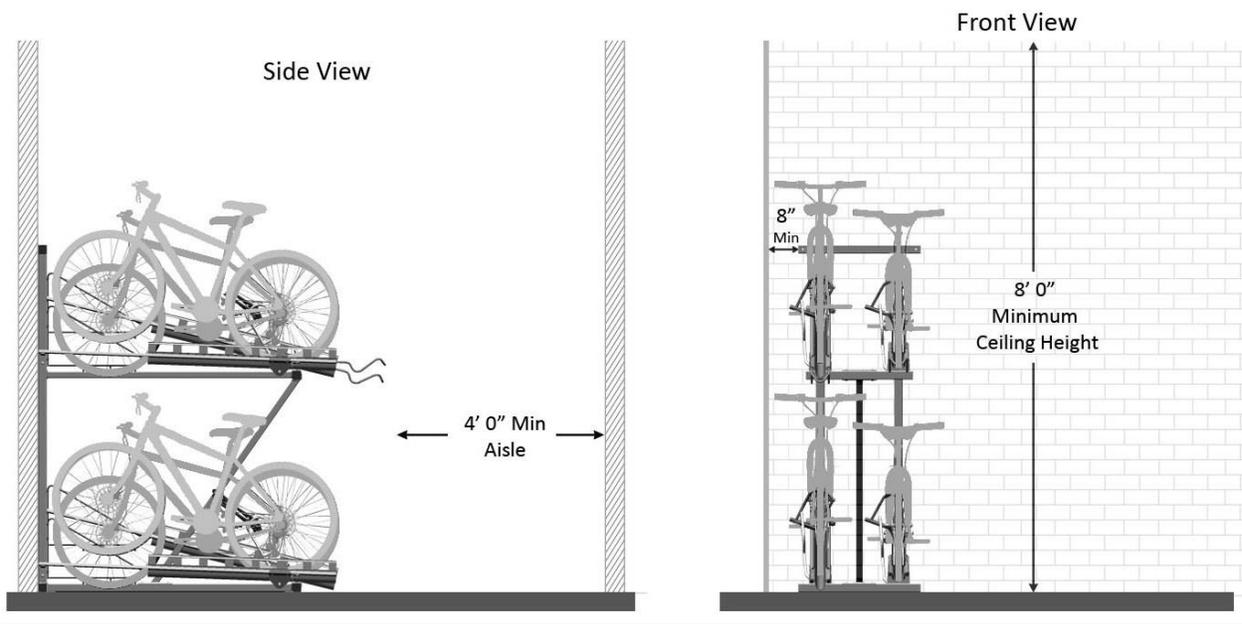
## 3. Vertical Space Saver Racks

- a. The minimum ~~ceiling height overhead clearance~~ shall be eight feet.
- b. Unless product specifications differ, each bicycle stall shall be at least 16 inches wide.
- c. Each bicycle stall shall provide a depth of at least 40 inches measured from the back of the stall to the nearest side of the access aisle.
- d. Unless product specifications differ, minimum spacing between a wall or other obstruction and the rack side shall be eight inches.
- e. A loop or mechanism shall be provided to allow the bicycle frame to be secured using either a chain and padlock, or a U lock.

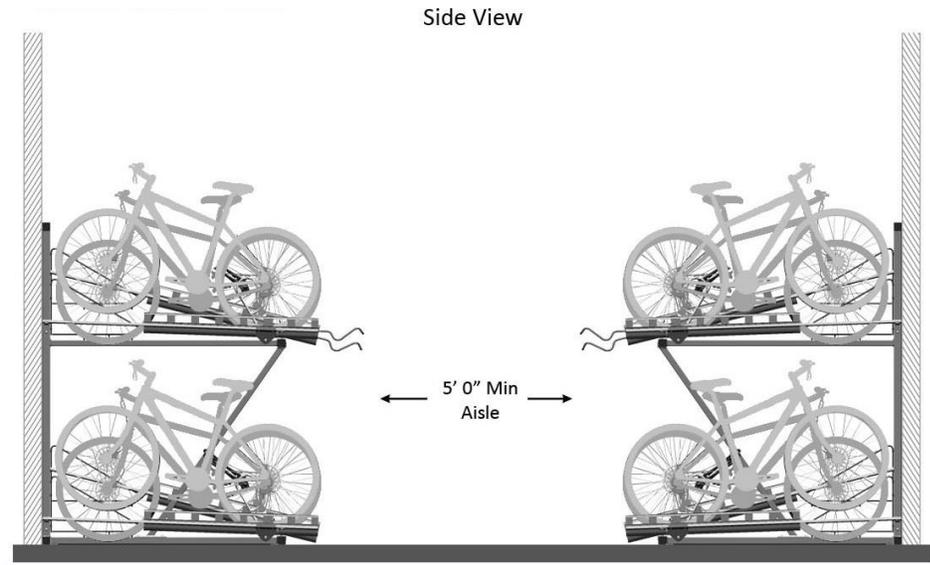


#### 4. Double Decker Racks

- a. The minimum ceiling height overhead clearance shall be eight feet.
- b. Unless product specifications differ, the minimum spacing between a wall or other obstruction and the rack side shall be eight inches.
- ~~c. Unless product specifications differ, the minimum spacing between a wall or other obstruction (not including units installed back to back) and the front or rear of the rack shall be 10 inches.~~
- ~~d.~~ For double loaded aisles, the minimum aisle width shall be five feet.
- ~~e.~~ A loop or mechanism shall be provided to allow the bicycle frame to be secured using either a chain and padlock, or a U lock.



**Minimum aisle width for double-loaded aisle:**



**PART 4**

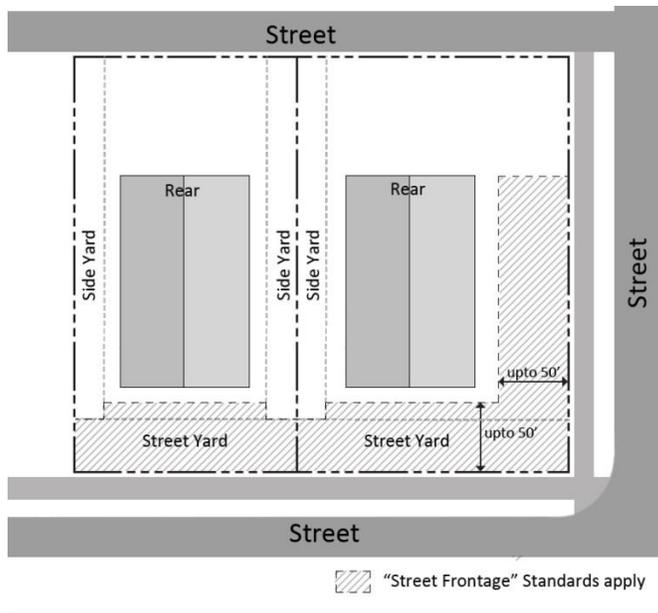
[Graphics illustrating the application of “street frontage” and “no street frontage” standards for fences and walls in paragraph 9.9.1, Height]

**Sec. 9.9 Fences and Walls**

[Paragraphs not listed remain unchanged]

**9.9.1 Height**

- B. Fences or walls located between the structure and the street, and located up to 50 feet from the right-of-way, shall use the “street frontage” standards, except for the following which shall utilize the “no street frontage” standards:
  1. Fences or walls located to the rear of a primary structure.
  2. Fences or walls that are non-electric and are located along a side yard located beyond the minimum or maximum street yard, as applicable.



**PART 5**

That the Unified Development Ordinance shall be renumbered as necessary to accommodate these changes and clarifications.

**PART 6**

That this amendment of the Unified Development Ordinance shall become effective July 1, 2016.