

## Multifamily Parking – Code Amendment DRAFT 1-2019

### 4-12-04 MULTI-FAMILY RESIDENTIAL AND NON-RESIDENTIAL

#### 4-12-04-03 SPACES REQUIRED

Use	Minimum Required Off-Road Parking Spaces
Dwellings	
Two-family, <del>Three-family and multi-family</del>	2 spaces for each dwelling unit. The Planning Commission may require up to 1 space for every 2 units for visitor parking.
<u>Multifamily</u>	
<u>Studio/Efficiency</u>	<u>0.75 spaces per unit type</u>
<u>1 Bedroom</u>	<u>1.0 spaces per unit type</u>
<u>2 Bedroom</u>	<u>1.5 spaces per unit type</u>
<u>3+ Bedroom</u>	<u>2.0 spaces per unit type</u>
<u>Visitor</u>	<u>Minimum of 15% of the required parking shall be provided for visitors in addition to the minimum required off-road parking spaces.</u>

#### 4-12-04-04 JOINT PARKING LOT LOCATIONS

~~Off-road parking spaces may be provided in areas designated to serve jointly two (2) or more buildings or uses provided the total number of parking spaces provided shall not be less than the required parking spaces for the total combined number of buildings or uses. However, the County may approve a shared parking plan with a reduced number of total parking spaces in cases where there is sufficient evidence to clearly demonstrate the demands for parking for adjacent uses are such that a shared parking arrangement is, in the opinion of the County, practical and appropriate. A joint parking lot or shared parking plan shall meet the following criteria:~~

- ~~1. — The off-road parking facilities are located within six hundred (600) feet of all the buildings or uses proposed to use the parking facilities.~~
- ~~2. — The applicant shows there is no substantial conflict in the principal operating hours of the involved building or uses proposed to use the parking facilities.~~
- ~~3. — The applicant presents for approval by the County Attorney a properly drawn legal instrument, executed by the parties for the joint use of offroad parking facilities. Such instrument is to be filed and made a condition of occupancy of the building and uses.~~
- ~~4. — Up to sixty percent (60%) of the parking spaces required for theaters, public auditoriums, bowling alleys, dance halls and night clubs, and up to one hundred percent (100%) of the parking spaces required for a church use, may be provided and used jointly by banks, offices, and similar uses not normally open, used or operated during the same hours as those uses.~~
- ~~5. — Where shared parking is contemplated, the applicant may be required to include parking accumulation studies as a part of the request for approval by the Director of Community and Economic~~

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Development. The study shall include an analysis of the parking demand for each hour over a twelve (12) to twenty-four (24) hour period for the most critical day of the week and month of the year, including the Thanksgiving to Christmas period. This shall determine the minimum number of to be provided. Based on the study submitted, if the maximum number of vehicles accumulated during a peak hour or hours for all overlapping uses exceeds the number of spaces required to be provided by this Section 4-12, shared parking shall be limited. A prorated number of shared parking spaces may be permitted based on the justification information of the study.

~~4-12-04-05 CONVERSION OF PARKING LOT PROHIBITED~~ No part of an off-road parking space required for any building or use for the purpose of complying with the provisions of this section shall be converted to any use other than parking unless additional parking space is provided to replace such converted parking space and to meet the requirements of any use to which such parking space is converted and the additional parking is approved by the Director of Community and Economic Development.

### ~~4-12-04-06 PARKING ON ADJACENT PROPERTIES~~

In lieu of locating parking spaces required by this Section 4-12 on the lot which generates the parking requirements, such parking spaces may be provided on any lot or premises owned by the owner of the parking generator within three hundred (300) feet of the property generating such parking requirements for any business, commercial or industrial use. The property owner shall present for approval by the County Attorney a properly drawn legal instrument, executed for the use of off-road parking facilities. Such instrument is to be filed and made a condition of occupancy of the building and uses.

~~4-12-04-07 PARKING MAY BE INCREASED OR DECREASED BY DIRECTOR~~ The Director of Community and Economic Development shall have the authority to increase or decrease the number of parking spaces required by no more than ten percent (10%) from the number required by these standards and regulations.

### ~~4-12-04-08 PARKING LOT LAYOUT~~

1. In general, surface parking bays/lots shall be ~~perpendicular beside or behind~~ to the land use they serve. Circulation patterns around parking bays/lots can be established using various stall types, angled parking, one or two-way drive aisles, signing, or pavement marking.
2. Parking Stall Options by Type. Required parking may choose the following mix of parking stalls types and sizes:
  - a. Standard stalls: up to 100% of total required parking;
  - b. Compact stalls: up to 20% of total required parking;
  - c. Micro stalls: up to 5% of total required parking; and
3. Motorcycle stalls: Automobile parking requirements may be reduced one (1) space for every four (4) motorcycle spaces, provided up to a maximum five (5) percent of the total required automobile spaces.
4. Tandem Stalls.
  1. Tandem parking may be permitted for up to fifty percent (50%) of the total residential parking requirement of multifamily developments if all of the following criteria are met:
    - a. Each residential unit may have only one (1) tandem parking stall (equaling two (2) parking spaces) for each multifamily dwelling unit requiring two (2) parking spaces.

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- b. Ingress and egress for the tandem parking stalls do not interfere with the safety of residents or adjacent property owners, and the functionality of adjacent parking.
- 2. For calculating the percentages of allowed parking stall options: Tandem parking is equivalent to two (2) standard parking spaces.
- 3. Design Standards.
  - a. Tandem parking stalls are permitted when their size equals two (2) standard stall dimensions (9 feet by 37 feet), and when storage space is provided in the garage area for items which typically occupy garage space (e.g. bicycles, garbage cans and other gear).
  - b. Parking spaces are assigned to each unit in the development.
  - c. Adequate visitor parking is provided.
  - d. Tandem parking shall not be used for the storage of boats, trailers, recreational vehicles, or materials.
- 5. Parking Stall Length in Surface Parking or Non-Parallel Parking. Parking stalls which have low landscape or additional hardscape (such as a raised walkway) at the head of the stall, may reduce the paved portion of the stall length by two (2) feet as long as the vehicle can hang into the landscape or hardscape by two (2) feet without reducing or impacting pedestrian walkway widths or the proposed landscape. Vehicle overhang must be indicated on all construction drawings using this technique.
- 6. Location Criteria.
  - a. Head-in Compact and Micro stalls may not be located on a fire lane unless their length is equivalent to a Standard stall;
  - b. Single loaded parking stall lengths and the fire lane widths are equal to at least thirty seven (37) feet with two (2) lanes that are a minimum of nine (9) feet wide;
  - c. Double loaded parking stall lengths and fire lane widths are equal to at least fifty-six (56) feet with two (2) lanes that are a minimum of nine (9) feet wide; or, as otherwise approved by the Director.
  - d. Parking spaces which are closest to the building's entrances shall not be Compact spaces.
  - e. Motorcycle spaces shall be located according to the same criteria and standards that are applicable to Micro parking spaces.
  - a.f. Visitor parking shall be provided in a location that is convenient to visitors and shall be accessible at all times. Visitor parking shall not be located within a secured private or common parking garage that requires a key, handset, or other electrical or mechanical device to gain access to such spaces.

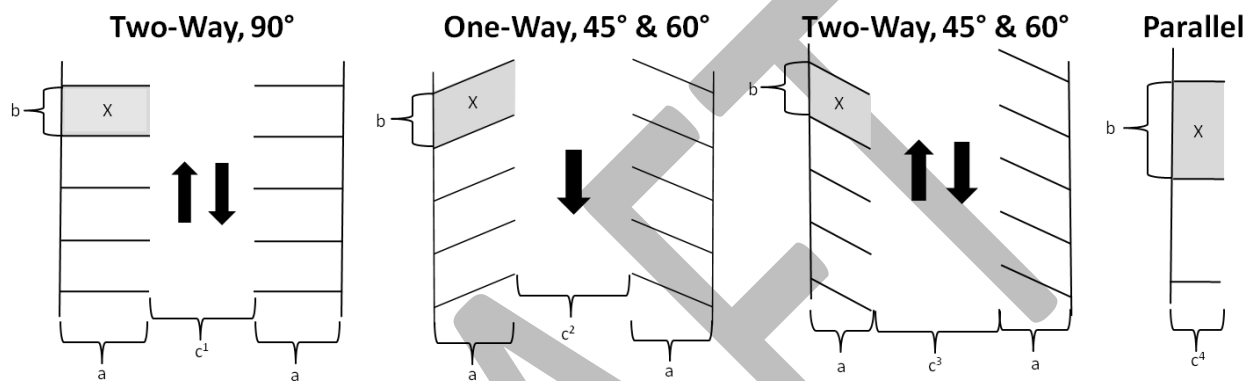
### 4-12-04-09-05 PARKING SPACE SIZE

Standard parking spaces shall conform to the dimensions shown on the following table:

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Angle of Parking	Stall Width <sup>1</sup>	Stall Length	Stall Depth	Curb Length	Two-sided Loading Width	One-sided Loading Width
0 degrees	8	23	8	23	20	12
30 degrees	8.5	20	17.4	17	20	15
45 degrees	8.5	20	20.2	12	20	15
60 degrees	9	19	21	10.4	24	20
90 degrees	9	19	19	9	24	20

<sup>1</sup> For handicap spaces, width shall be thirteen (13) feet.



Stall Type <sup>1</sup>	Angle	Stall Size (x)	Stall Length (a)	Stall Width (b)	Automobile Drive Aisle Width <sup>2,3</sup>			
					Two-Way, 90° (c <sup>1</sup> )	One-Way (c <sup>2</sup> )	Two-Way, Angled (c <sup>3</sup> )	Parallel (c <sup>4</sup> )
<i>Standard</i>	90°	18.5' x 9'	18.5'	9'	24'	-	-	-
	60°	18.5' x 9'	20.5'	7'	-	18'	22'	-
	45°	18.5' x 9'	19.5'	6.5'	-	18'	20'	-
<i>Compact</i>	90°	16' x 8'	16'	8'	22'	-	-	-
	60°	16' x 8'	18'	7'	-	18'	20'	-
	45°	16' x 8'	17'	5.5'	-	18'	20'	-
<i>Micro</i>	90°	12' x 7'	12'	7'	18'	-	-	-
	60°	12' x 7'	14'	6'	-	16'	18'	-
	45°	12' x 7'	13.5'	5'	-	16'	18'	-
<i>Parallel</i>	-	20' x 7'	-	20'	-	-	-	7'
<i>Motorcycle</i>	-	8' x 4'	-	-	Shall meet Automobile Drive Aisle Width			

<sup>1</sup> When wheelstops are provided, they shall be positioned eighteen (18) inches into the parking stall. Wheelstops shall not be used in conjunction with curbs.

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<sup>2</sup> The automobile drive aisle width is based on the largest stall type and its required drive aisle width when a mix of stall types is utilized along a drive aisle.

<sup>3</sup> Drive aisle widths may be modified for emergency access as required by the adopted Fire Code.

### 4-12-04-06 PARKING FLEXIBILITY OPTIONS AND ADJUSTMENTS

The intent of providing flexible standards and adjustments to parking requirements in order to provide methods, incentives and techniques that will enable development to decrease the reliance on the automobile, diminish the percentage of land dedicated to parking and reduce the amount of parking needed to support the development while providing adequate parking for the its uses and users in order to minimize spillover into adjacent neighborhoods.

#### 4-12-04-06-01 PARKING FLEXIBILITY

The total or a portion of the required off-road parking spaces may be provided through alternative measures including:

1. Off-Site Parking. Required parking may be provided by off-street parking within six hundred (600) feet of the development for which the parking is required. Off-site parking may be shared between multiple uses if those uses meet the parking requirements associated with each use and the Shared Parking requirements in this Section.
2. Shared Parking. Required parking may be shared between uses if the all of the following requirements are met:
  - a. Shared parking will only be permitted if principal operating hours do not overlap, or if the overlap is less than one-half hour. Principal operating hours are defined as the time span during which a business or facility has its highest level of activity from employees, clients, customers and/or other users.
  - b. Spaces Required. If the businesses have non-overlapping principal operating hours, the property owner(s) shall provide parking spaces equal to those required for each use for which parking is being shared.
  - c. Location. The location of the parking facilities must be:
    - 1) Within a reasonable walking or sight distance or otherwise associated with the uses involved in the shared parking contract. The location may not be more than six hundred (600) feet from the property line of the business it is serving; and
    - 2) The parking facilities are a permitted use in the applicable zoning district.
  - d. Pedestrian Connection. A convenient pedestrian connection shall be provided between the shared uses and the parking facilities. This pedestrian connection shall be designed as barrier free and built with appropriate lighting and safety considerations.
  - e. Shared Parking Contract. A contract is enacted, signed by all the owners/operators of the shared uses and the County, which provides for County enforcement. The shared parking contract shall:
    - 1) Provide that the land comprising the required shared parking facilities shall not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the shared parking

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facilities are needed. The contract terms shall be for as long as any of the shared uses continues in existence;

- 2) Indicate Prime Hours of Operation for shared uses;
  - 3) Assign maintenance provisions for the parking facilities and landscaping;
  - 4) The parking contract approved by the Director shall be filed with the deed of the parcels involved, so that the agreement is binding upon successors; and
  - 5) Changes to the contract, redrafting of the original enacted contract or termination of the contract shall be reviewed and approved by the Director.
3. Electric Vehicle Charging Parking. For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five percent (5%) of the total required parking spaces.
  4. Other Parking Measures. The Director may consider and approve other parking measures that fulfill the intent and purpose of the parking code such as Vertical Stacking Spaces and Family Friendly parking (priority parking after ADA parking, for pregnancy, young children, etc. parking).

### 4-12-04-06-01 PARKING ADJUSTMENTS

1. Transportation Demand Management Study. The Development may receive additional reductions in required parking with a Study looking at multiple comparable projects in the region. The Transportation Demand Management Study must be prepared by a traffic or parking professional. Additional parking reductions up to 25% of the total required off-road parking as recommended by a Study may be approved by the Director, based on the following criteria:
  - a. Demonstrable pedestrian, bicycle, or mass transit facilities or services provided to encourage and promote use by employees, residents or customers which replaces single occupant automobile use, including:
    - i. On-site Car and Bike Sharing,
    - ii. Van Pool service,
    - iii. Shuttle service,
    - iv. Transit passes,
    - v. Transit-supportive site design, including the provision of one of the following to improve transit access:
      1. Bus stops adjacent to the development;
      2. Loading space on-site for transit;
      3. Transit information centers;
      4. Enhanced pedestrian routes within one-half (1/2) mile of a Park & Ride or Rail Station, where all of the following requirements shall apply:
        - i. Generally continuous weather protection (50% of property frontage not including crossings of vehicular routes);
        - ii. Continuous, direct sidewalks or walks to/from the Park & Ride or Rail Station;
        - iii. Generally continuous street lighting; and, minimized and/or enhanced pedestrian crossings of vehicular routes.
  - b. Density of more than 14 dwelling units per acre;

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- c. Presence or provision of basic daily uses within 1,300 feet (i.e. ¼ mile) such as grocery/corner store, drug store, and child care; and/or weekly uses such as bank, convenience store, restaurant, or theater;
- d. Other criteria accepted by the Director as supported by the Study and the intent of this Section.

4-12-04-~~10-07~~ HANDICAP PARKING SPACES

4-12-04-~~11-08~~ SETBACKS

4-12-04-~~12-09~~ PEDESTRIAN FACILITIES

4-12-04-~~13-10~~ BICYCLE FACILITIES

4-12-04-~~14-11~~ DRIVE-IN FACILITIES

4-12-04-~~15-12~~ LOADING ZONES

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