

# 6 PARKING

## 6.1 PURPOSE AND INTENT

- A. **Vehicle Parking Purpose and Intent.** The purpose of this Chapter is to establish minimum Vehicle Parking requirements so that new development Projects, new land Uses, and/or expansions thereof plan for the potential Vehicle Parking demand and minimize their impacts on neighborhood Streets. These provisions are also intended to guide parking design to effectively accommodate vehicle circulation, access, and dimensional needs while also considering the community's urban design goals and minimizing the visual and functional impact on the landscape. These standards are in addition to parking design standards in Chapter 8 of this UDO, Building, Site & Subdivision Lot Design Standards.
- B. **Bicycle Parking Purpose and Intent.** The purpose of this Chapter is also to support the Town's ability to promote and accommodate bicycle mobility by establishing minimum bicycle parking standards and associated facilities. These provisions require most new developments/land Uses to provide on-site bicycle parking infrastructure so that each community destination provides their proportionate share and at locations that are convenient and safe for cyclists.
- C. **Electric Vehicle Parking Purpose and Intent.** To accommodate the benefits of vehicle electrification including improved air quality and reduced reliance on fossil fuels, the Town supports frequent and convenient charging locations.

## 6.2 APPLICABILITY

### 6.2.1 APPLICABILITY

All new development, additions to Buildings or Structures, or conversions of Use for which a UDO permit is required shall provide required Parking Areas in accordance with the following regulations and design standards found in Chapter 8.

## CONTENTS

6.1	PURPOSE AND INTENT	6-1
6.2	APPLICABILITY	6-1
6.3	PERMITTED PARKING LOCATIONS	6-2
6.4	MINIMUM AND MAXIMUM PARKING REQUIREMENTS	6-5
6.5	BICYCLE PARKING SPACE STANDARDS	6-7
6.6	ELECTRIC VEHICLE (EV) PARKING SPACES	6-9
6.7	VEHICULAR PARKING AREA STANDARDS	6-10

## 6.2.2 RETENTION OF PARKING

The required vehicle, bicycle, and electric Vehicle Parking for a development/Use shall be retained pursuant to the approved permit. Said parking, thereafter, shall not be reduced, limited, or made unusable in any manner except as authorized by the UDO and/or Special Use Permit approval.

## 6.2.3 FRACTIONS OF MEASUREMENT CALCULATIONS

A. **Unit Measurements.** Unless specifically stated otherwise elsewhere in this UDO, when any dimensional requirement (measurements of space or distance) of this ordinance results in a fraction of a measurement unit, a fraction of  $\frac{1}{2}$  or more

shall be considered a whole unit and a fraction of less than  $\frac{1}{2}$  shall be disregarded (e.g., 12.6-feet shall equal 13 feet, whereas 12.1 feet shall equal 12 feet).

## 6.3 PERMITTED VEHICLE PARKING LOCATIONS

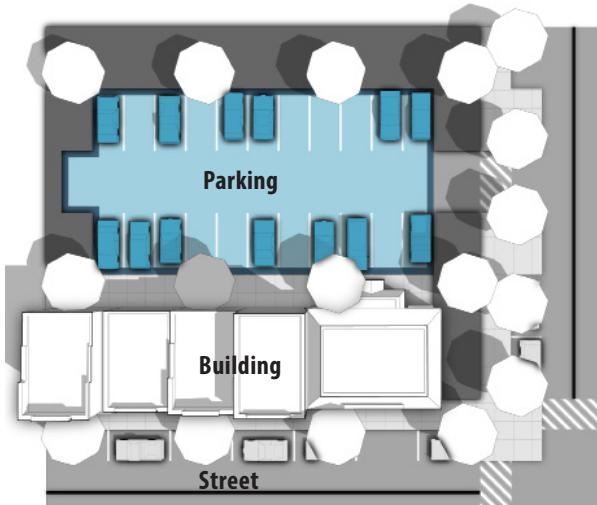
The following table details the permitted Vehicle Parking locations for each District. Additional locational requirements may apply to Parking Areas for specific Uses as detailed in Chapter 3 Use Standards and Chapter 8 Building, Site & Subdivision Lot Design Standards.

TABLE 6.3-A - TABLE OF PERMITTED VEHICLE PARKING LOCATIONS (N1)

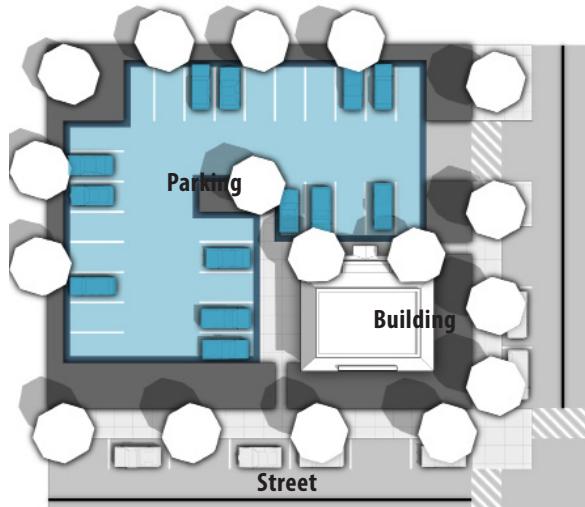
USE CATEGORIES	REAR YARD ONLY	SIDE AND REAR YARD ONLY	FRONT YARD RESTRICTED	UNRESTRICTED	ALL YARDS WITH RESTRICTIONS
Residential Uses					
Detached and Attached Dwellings on Lots less than 60 ft wide	Permitted	Permitted	Not Permitted	Not Permitted	Not Permitted
Detached and Attached Dwellings on Lots 60 ft or greater in width	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Permitted
All other Residential Uses	Permitted	Permitted	Not Permitted	Not Permitted	Not Permitted
All Other Uses (by Use District) (N2)					
NMX/DMX	Permitted	Permitted	Not Permitted	Not Permitted	Not Permitted
RMX/IVMX	Permitted	Permitted	Permitted	Not Permitted	Not Permitted
CB	Permitted	Permitted	Permitted	Permitted	Not Permitted
SD	Established with a Conditional Zoning District (CD)				
BRT/HI	Permitted	Permitted	Permitted	Permitted	Not Applicable
N1: Alternate permitted Vehicle Parking locations may be considered with a Conditional Zoning District (CD)					
N2: Non-residential Uses located in a Residential Use District shall follow the requirements listed for the NMX District.					

**FIGURE 6.3-A - VEHICLE PARKING LOCATION SPECIFICATIONS**

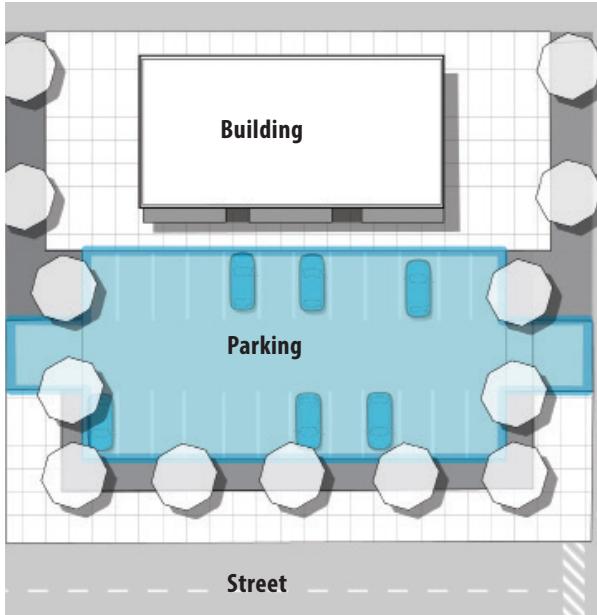
**REAR YARD ONLY:** *Parking is shielded by Buildings from view of the Public Street or public open space*



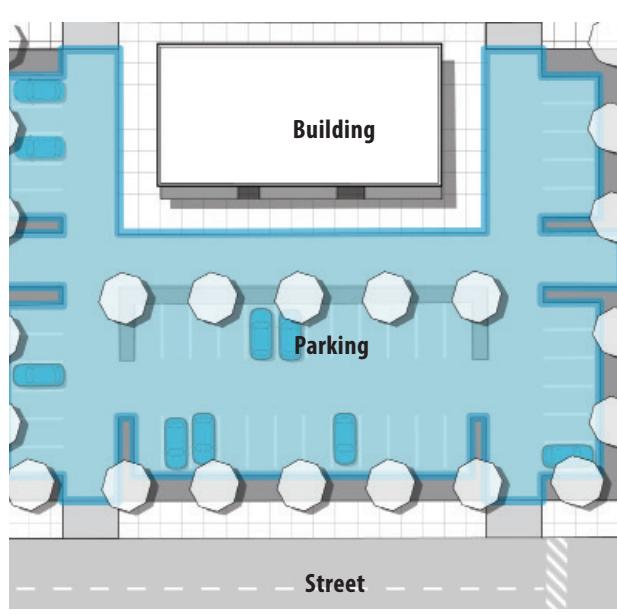
**SIDE AND REAR YARD ONLY:** *Parking may visibly encroach into the Side Yard but shall be no closer than 10 feet behind the primary Building façade.*



**FRONT YARD RESTRICTED:** *One bay of parking (a maximum of 65 feet in depth perpendicular to the Street) is permitted in front of a Building. A maximum of 75% of all Parking Spaces may be located in front of a Building.*



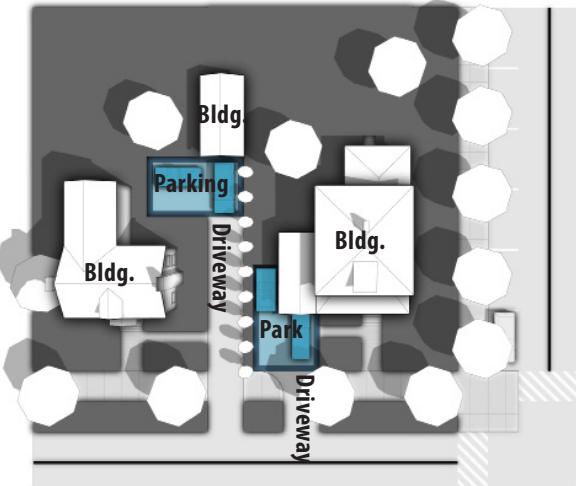
**UNRESTRICTED:** *The location of parking on a site is regulated only by other site restrictions (e.g., landscape areas, Tree Preservation Areas).*



**FIGURE 6.3-A - VEHICLE PARKING LOCATION SPECIFICATIONS**

**ALL YARDS WITH RESTRICTIONS:** *Parking permitted in all Yards.*

*Parking in front of a Building is restricted to a Driveway or paved surface and shall comply with requirements for grade level improvements. Refer to Section 3.4 for additional standards.*



## 6.4 MINIMUM AND MAXIMUM VEHICLE PARKING REQUIREMENTS

### 6.4.1 REQUIRED VEHICLE PARKING OPTIONS

Parking shall be provided in accordance with one or any combination of the following options:

- A. **Standard Requirements.** The Use/development shall provide the Vehicle Parking quantities consistent with Table 6.4-A.
- B. **Similar Use Parking Assessment.** Where the proposed Use is not specifically listed in the table, the applicant shall provide Vehicle Parking consistent with a similar Use from Table 6.4-A as determined by the Administrator.
- C. **Parking Study.** Where required in Table 6.4-A or if requested by the applicant, a Vehicle Parking study may be prepared that utilizes a methodology that includes studies of Vehicle Parking utilization of other similar Uses and development types or published studies of Vehicle Parking demand as approved by the Administrator.
- D. **Shared Parking.** Where vehicular access is provided between adjoining or nearby Lots, the Uses may share required Parking Spaces subject to a shared parking easement or similar legally binding document. Parking Spaces required for churches, theaters or assembly halls, the peak attendance of which will be at night or on Sundays, may be those which are partially or wholly assigned to another Use which will be closed at night or on Sundays, provided that such shall be approved by Administrator.

### 6.4.2 LOCATION IN RELATION TO USE

Land Uses/developments shall provide required Vehicle Parking at locations in accordance with one or more of the following options.

- A. **On-Site.** Required Vehicle Parking shall be provided on the same Lot/parcel as the subject development/Use.
- B. **Within Integrated Center.** Required Vehicle Parking may be provided within the same

Integrated Center in which the development/Use is located. The associated Vehicle Parking location shall be identified as part of the permit application.

- C. **Satellite Parking.** Required Vehicle Parking may be provided on a separate Lot/parcel that is within 800 feet of the Building, Structure or Use that the Vehicle Parking Area is intended to serve, provided a Thoroughfare Street does not separate the Vehicle Parking Area from the subject Use and there is a continuous Sidewalk, sidepath or greenway connecting the two locations.
- D. **On-Street Vehicle Parking.** Existing designated On-Street Vehicle Parking stalls along the property's frontage may be credited towards the development's/Use's minimum Vehicle Parking requirement. Only the On-Street Vehicle Parking stalls along the property's frontage may be used to meet the requirements of this Chapter.

### 6.4.3 INCREASE IN INTENSITY OF USE

Additional Off-Street Parking Spaces shall be required whenever a change of Use of a Building, Structure, or Lot results in an increase in the minimum number of required Off-Street Parking Spaces to an extent of 15% or more of the number of Off-Street Parking Spaces existing on the Single Use Site, Integrated Center, Business Park, or Industrial Park.

**TABLE 6.4-A - VEHICLE PARKING REQUIREMENTS (N1)**

LAND USE	MINIMUM VEHICLE PARKING RATIO	MAXIMUM VEHICLE PARKING RATIO (N2)	EXEMPT FROM BICYCLE PARKING	ADDITIONAL REQUIREMENTS
<b>RESIDENTIAL USES</b>				
Apartment Dwelling	1 / unit	3 / unit	No	--
Detached & Attached Dwellings	2 / unit	None	Yes	Attached Dwellings must provide required parking + 10% for guest parking
Group Home	0.5 / bedroom	None	Yes	--
Residential Care Facilities	None	None	Yes	--
All other Residential Uses	1 / unit	None	No	--
<b>LODGING USES</b>				
Bed and Breakfast	1 / guest room	None	No	--
All other Lodging Uses	1 / guest room	1.5 / guest room	No	--
<b>OFFICE AND SERVICE USES</b>				
Family Child Care Home	2 / unit	None	Yes	--
Hospital	Study Required		No	See 6.4.1.C
Medical Office	4 / 1,000 sf	6 / 1,000 sf	No	--
Mortuary/Funeral Home/Crematory	4 / 1,000 sf	6 / 1,000 sf	Yes	Ratio based on the primary assembly area
All other Office and Service Uses	2 / 1,000 sf	4 / 1,000 sf	No	--
<b>RETAIL, DINING, AND ENTERTAINMENT USES</b>				
Amusement & Entertainment, Outdoor	Study Required		No	See 6.4.1.C
Bar/Nightclub/Tasting Room	5 / 1,000 sf	10 / 1,000 sf	No	Outdoor seating is included in the parking ratio calculation
Food/Restaurant Uses	3 / 1,000 sf	5 / 1,000 sf	No	Outdoor seating is included in the parking ratio calculation
Nightclub	5 / 1,000 sf	None	No	Outdoor seating is included in the parking ratio calculation
Theater	1 / 3 seats	None	No	--
Integrated Center or all other Retail, Dining, and Entertainment Uses	2 / 1,000 sf	4 / 1,000 sf	No	Outdoor seating is included in the parking ratio calculation
<b>PUBLIC AND INSTITUTIONAL USES</b>				
Religious Use	1 / 4 fixed seats in main assembly area, or if no fixed seats, 1 / 50 sf in main assembly area	None	No	--
All other Public and Institutional Uses	Study Required		No	See 6.4.1.C

**TABLE 6.4-A - VEHICLE PARKING REQUIREMENTS (N1)**

LAND USE	MINIMUM VEHICLE PARKING RATIO	MAXIMUM VEHICLE PARKING RATIO (N2)	EXEMPT FROM BICYCLE PARKING	ADDITIONAL REQUIREMENTS
<b>RECREATION USES</b>				
Campground	None	None	No	--
Golf Course	4 / hole	None	No	--
Recreation Facility	Study Required		No	See 6.4.1.C
All other Recreation Uses	2 / 1,000 sf	4 / 1,000 sf	No	--
<b>AGRICULTURAL, MANUFACTURING, AND DISTRIBUTION USES</b>				
All Agricultural, Manufacturing, and Distribution Uses	1 / 3,000 sf	None	Yes	Office areas are subject to requirements for Office and Service Uses. Non-occupied areas such as mechanical rooms or storage areas shall not be included in total area for minimum parking ratio calculation.
<b>INFRASTRUCTURE USES</b>				
All Infrastructure Uses	None	None	Yes	--
<i>N1: Unique Vehicle Parking ratio standards may be considered with a Conditional Zoning District (CD). N2: For uses with a maximum Vehicle Parking ratio listed, an additional 50% of Vehicle Parking Spaces may be provided in accordance with Section 6.7.1.H.2. Maximum Vehicle Parking Exceptions – Pervious Pavement Required.</i>				

#### 6.4.4 EXCEPTIONS TO VEHICLE PARKING REQUIREMENTS

##### A. Reserved.

#### 6.4.5 ACCESSIBLE VEHICLE PARKING SPACES

**A. ADA Accessibility.** Every Off-Street Vehicle Parking Area and Vehicle Parking Garage available to the public shall have Vehicle Parking Spaces reserves for the use of physically handicapped persons (as required by ADA Accessibility Guidelines for Buildings and Facilities, Chapter 4.1.2(5)(a), 1991 edition and later supplements, as amended through September 2002). Guidelines for ADA Vehicle Parking Spaces are as follows:

1. For Parking Areas with 1 - 25 total Vehicle Parking Spaces, 1 ADA Vehicle Parking Space required.
2. For Parking Areas with 26 - 500 total Vehicle Parking Spaces, 4% of the total number of Vehicle Parking Spaces must be ADA accessible.
3. For Parking Areas with 500+ total Vehicle Parking Spaces, 2% of the total number

of Vehicle Parking Spaces must be ADA accessible.

## 6.5 BICYCLE PARKING SPACE STANDARDS

#### 6.5.1 APPLICABILITY

Bicycle parking is required for all Uses except as noted in Table 6.5-A. The standards regarding bicycle parking shall apply to all new construction, expansions and changes in Use. The Administrator may reduce bicycle parking for an individual site with the presence of nearby facilities in the same center or development.

**TABLE 6.5-A - BICYCLE PARKING REQUIREMENTS**

THRESHOLD FOR APPLICABILITY	REQUIREMENT
All Sites/Buildings (Minimum) with less than 20 Parking Spaces	5 bicycle spaces
For the first 250 Vehicle Parking Spaces	5 bicycle spaces / 50 Parking Spaces
For all additional Vehicle Parking Spaces over the first 250 spaces	5 bicycle spaces / 100 Parking Spaces

### 6.5.2 RACK DESIGN AND MAINTENANCE

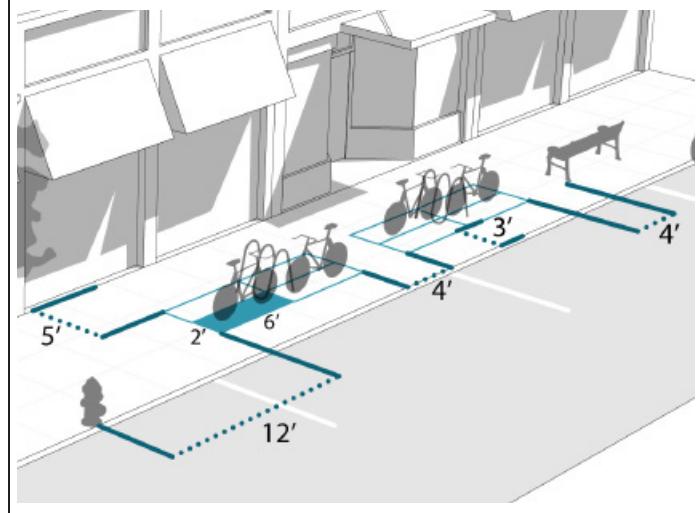
- A. A bicycle rack or an equivalent design approved by the Administrator shall have the ability to accommodate a minimum of 5 bicycles.
- B. Bicycle racks shall allow bicycles to be securely attached to the apparatus with a high security, U-shaped lock and shall be securely anchored to the ground, a Building, or a paved surface. Sign poles, planters, and lighting shall not be considered bicycle parking racks to satisfy these requirements.
- C. Maintenance: The bicycle racks and spaces required by this ordinance shall be maintained and kept clean and in proper working order at all times.
- D. Color of bicycle rack shall be black or consistent with the color scheme of the primary Building.

### 6.5.3 BICYCLE PARKING SPACE LOCATION

- A. Bicycle parking shall be placed in a convenient, highly-visible, active, and well-lit location not more than 100 feet walking distance of the main entrance, but shall not interfere with pedestrian movements.
- B. Bicycle parking shall be provided on a hard-surface, all-weather pavement of asphalt or concrete with curb ramps installed as appropriate.
- C. For developments adjacent to a greenway, bicycle parking should be clearly visible from the trailhead.
- D. Bicycle Parking Spaces should be dispersed throughout large Parking Areas such as those found in Integrated Centers and all bicycle Parking Spaces shall be as convenient as possible and no less convenient than the American with Disabilities Act parking requirements.
- E. Each bicycle Parking Space shall provide 6 feet by 2 feet in area per bicycle and at least 4 feet between parallel racks for access.
- F. Bicycle racks installed on Sidewalks should be located outside of the public Right-of-Way and provide for a clear, unobstructed width of at least 5 feet for pedestrians and should be installed at least 3 feet from the face of the curb.

- G. Bicycle parking shall be located no closer than 3 feet to any wall to provide adequate space for access and maneuvering and a minimum of 4 feet from existing Street furniture and other obstruction (e.g., mailboxes, light poles, benches) and be no closer than 12 feet from the edge of fire hydrants.
- H. Where not clearly visible from the access way, directional signage shall be provided to route bicyclists to the bicycle parking facility.
- I. Up to 25% of required bicycle Parking Spaces may be located indoors for long-term parking.

**FIGURE 6.5-A - BICYCLE RACK LOCATION DETAILS**



## 6.6 ELECTRIC VEHICLE (EV) PARKING SPACES

### 6.6.1 APPLICABILITY

Parking for electric vehicles is required in Table 6.6-A and is considered inclusive of the required number of total Vehicle Parking Spaces. This requirement is for new construction or the expansion of existing Vehicle Parking Areas by 20 or more spaces.

**TABLE 6.6-A - ELECTRIC VEHICLE PARKING SPACES MINIMUM STANDARDS**

USE	THRESHOLD FOR APPLICABILITY	REQUIREMENT
Detached Dwellings, Attached Dwellings, and Bed and Breakfast	New Subdivisions platted after the adoption of this UDO or new Bed and Breakfast Uses	Minimum of 1 EVSE-Home per unit
All other Residential and Lodging Uses	Less than 20 rooms/units	Minimum of 1 EVSE space
	20 or more rooms/units	5% of all spaces shall have EVSE & Additional 15% shall be EV-Ready
All other uses	20-50 provided spaces in a single development	10% shall be EVSE-Ready
	50 or more provided spaces in a single development	5% of all spaces shall have EVSE & Additional 15% shall be EVSE-Ready

### 6.6.2 SPECIFICATIONS

- A. **Light-duty Electric Vehicle Supply Equipment Ready (EVSE-Ready).** Provision of electrical panel capacity and raceway to Parking Areas for the future installation of electric vehicle charging equipment.
- B. **Light-duty Electric Vehicle Supply Equipment Home Installation (EVSE-Home).** Provision of 240-volt charging outlet within 10 feet of a Parking Space.
- C. **Light-duty Electric Vehicle Supply Equipment (EVSE).** Provision of Level 2 (240-volt charging outlet) or greater (or its successor equivalent) equipped with Society of Automotive Engineer (SAE) J-1772 connectors to charge 1 EV at a time or 2 SAE J-1772 connectors to charge 2 EVs at once.

### 6.6.3 ADDITIONAL REQUIREMENTS

- A. Electric Vehicle Parking Spaces shall be reserved for the exclusive use of electric vehicles.
- B. Electric Vehicle Parking Spaces may be counted towards minimum Vehicle Parking requirements and are exempt from maximum Vehicle Parking standards.
- C. Where the installation of 1 or more electric Vehicle Parking Spaces, and/or the installation of electric power supply in Vehicle Parking facilities to allow for the future installation of electric Vehicle Parking Spaces, are required by this section, an exception may be granted through the Development Plan approval process only where it is demonstrated that the extension of electrical power supply to the effected location is physically impractical. Financial impracticality is not a valid criterion for granting such an exception.

## 6.7 CONSTRUCTION AND MAINTENANCE STANDARDS

### 6.7.1 CONSTRUCTION STANDARDS

- A. Layout.** The layout of all Off-Street Vehicle Parking Areas shall be in compliance with the requirements set forth in the Engineering Design & Construction Standards.
- B. Landscaping.** Except individual Detached Dwellings and Attached Dwellings, the landscaping of all Off-Street Vehicle Parking Areas shall comply with Section 5.3.2 and 5.3.3.
- C. Separation from Buildings.** Except individual Detached Dwellings or Attached Dwellings, all Off-Street Vehicle Parking Spaces, Off-Street Vehicle Parking Areas and interior Access Drives shall maintain a minimum 5 foot separation from the wall of a Building.
- D. Definition of Vehicle Parking Spaces.** Except individual Detached Dwellings and Attached Dwellings, all Off-Street Vehicle Parking Spaces shall be provided with a raised curb, wheel stops or other devices to insure that motor vehicles do not encroach beyond the Vehicle Parking Area or into a required Perimeter Buffer.
- E. Vehicle Parking Space Size.** Vehicle Parking Spaces shall be in compliance with the requirements set forth in the Engineering Design & Construction Standards.
- F. Golf Carts.** Up to 5% of the total number of Vehicle Parking Spaces provided may be designated for golf cart parking. Additional golf cart Parking Spaces for recreational Uses may be permitted by the Administrator.
- G. Length of Driveway Stem.** Except individual Detached Dwellings and Attached Dwellings, the Driveway stem into an Off-Street Vehicle Parking Area shall be kept clear from the maneuvering movements necessary to support individual Vehicle Parking Spaces as specified in the Engineering Design & Construction Standards.
- H. Surface of Vehicle Parking Areas.**
  - 1. Principal Use Vehicle Parking Areas.** All required Vehicle Parking Areas and

any Driveway, Interior Access Driveway or interior Access Drive to and from such Vehicle Parking Areas shall be hard surfaced with asphalt, concrete or other material to provide a durable, dust free surface.

- a. Residential Buildings converted to a nonresidential Use less than 5,000 square feet in Building area are exempt from the hard surface requirement as long as a durable and dust free surface is provided.
- b. Detached Dwellings on Lots 2 acres or greater in the Rural Residential District are allowed to provide a gravel Driveway instead of a hard surface Driveway when located outside of the Right-of-Way.
- 2. Maximum Vehicle Parking Exceptions - Pervious Pavement Required.** Additional Vehicle Parking Spaces over the Vehicle Parking ratio must be constructed with pervious materials approved by the Administrator.
- 3. Temporary Use Vehicle Parking Areas.** A permitted Temporary Use may use an unimproved or gravel surface for the duration of the Temporary Use. If a temporary gravel surface is provided, such gravel shall be removed and the Off-Street Vehicle Parking Area shall be returned to its prior condition immediately upon cessation of the Temporary Use.
- 4. Curb and Gutter Required.** Curb and gutter shall be provided as specified in the Engineering Design & Construction Standards on all permanent Vehicle Parking Areas.

### 6.7.2 MAINTENANCE

All required Vehicle Parking Areas shall be permanently maintained and remain free and clear of litter and debris. The applicant or responsible party shall repair damaged paved surfaces, as necessary.