Article 9. PARKING

9.1 Purpose and Intent

Parking lots, loading areas, and similar facilities are necessary elements in the urban environment. However, these facilities are known to cause the following negative impacts:

- Increased stormwater volume and velocity,
- Increased surface pollutants,
- Increased surface level heat and glare,
- Reduction in the efficiency of the connecting street system, and
- Reduction in the operations of the surrounding pedestrian and bicycle network.

To mitigate these negative impacts, and to provide adequate service for the parking of motor vehicles and bicycles, the Town has enacted standards to regulate the construction, expansion, and renovation of such facilities.

9.2 Off Street Parking Requirements

A. Minimum Parking Ratios

Use Type	Required Auto Parking Spaces	Recommended Bicycle Parking Spaces per 100 Auto Spaces *(a)*
Residential	1 per bedroom *(b)*	5 *(c)*
Lodging	1 per room or suite	2
Retail Uses	3 per 1000 square feet *(d)*	5
Restaurants	1 per 4 seats	5
Office/Service Uses	2 per 1000 square feet	5
Entertainment/Recreation Uses	3 per 1000 square feet	5
Theaters	1 per 3 seats	5
Manufacturing/Wholesale/Storage	.25 per 1000 square feet of non-office space	1
Civic/Institutional (Schools)	2 per 1000 square feet	1 per 10 students above second grade plus employees
Civic/Institutional (Non-Assembly Uses)	2 per 1000 square feet	5
Civic/Institutional Uses (Assembly Uses Only)	1 per 4 seats (If benches or pews are used then the standard shall be measured as 1 per 6 feet)	2

(a) A single "inverted U" bicycle parking rack will count as two (2) bicycle parking spaces.

(b) In the event that proposed streets are narrower than 26 feet wide, multifamily and townhome/condo neighborhoods shall also provide one additional parking space for every two units.
(c) Bicycle parking is only recommended for multifamily dwellings of more than 4 units/building.
(d) All square footage is in gross square feet.

1. Where parking on-street is permitted, a use may count the on-street spaces directly along the parcels frontage toward the parking requirement.

2. The minimum number of recommended bicycle parking spaces per use is two (2) or one (1) rack, as specified in 9.3.I.

3. **Parking Reduction:** Required motor vehicle parking spaces may be reduced at the ratio of one (1) automobile parking space for each six (6) bicycle parking spaces provided, except that under no circumstances may the required number of motor vehicle spaces be reduced by more than five (5) percent.

9.3 General Provisions

A. Shared / Combined Parking

Up to one-half (1/2) of the parking spaces required for one use may be used to satisfy the parking requirements for either a second use on the same zoning lot, subject to certification by the Administrator that such joint usage of parking complies with the following :

1. The peak usage of the parking facility by one use will be at night or on Sundays (such as with theaters, assembly halls, or churches), and the peak usage of the parking facility by the second use will be at other times; or,

2. The second use is an accessory use to the first use, such as restaurants and meeting rooms to hotels and motels.

3. The joint use of shared off-street parking between two uses may be made by contract between two or more adjacent property owners.

B. Overflow Parking

Off-street areas used for special event parking (to accommodate occasional overflow volumes) may be constructed of any dust-free compacted, pervious ground cover; the owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition. Grass and mulch are examples of acceptable pervious ground cover.

C. Use of Parking Spaces

1. Required parking areas shall be available for the parking of operable vehicles of residents, customers, and employees, and shall not be used for the storage of

vehicles or materials, or for the parking of vehicles used for loading or unloading, or in conducting the use.

2. Required loading space shall be available for the loading and unloading of vehicles, and shall not be used for the storage of vehicles or materials, or to meet off-street parking requirements, or in conducting the use.

D. General Design Standards for Parking Spaces and Lots

1. **Parking Space Dimensions:** Parking spaces should be dimensioned in accordance with Architectural Graphics Standards, latest edition.

2. **Connectivity:** Adjacent lots should be interconnected except in the case of existing steep topography between the sites. Each parking area that is interconnected may reduce their minimum automobile parking requirement by 5%.

3. **Curbing Required:** All parking areas and circulation drives shall be curbed using a vertical curb with a minimum width of 1'6". Landscape islands and areas shall be similarly curbed to protect vegetation. This requirement may be waived to permit sheet flow drainage into pervious areas in the rear yard only or as part of an alternative engineered storm water retention system.

4. **Parking Area Containment:** Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility, or other structure

5. **Pedestrian Amenities:** Parking Areas shall be designed to allow pedestrians to safely move from their vehicles to the building. For lots of 36 spaces or greater, sidewalk corridors shall be provided within the parking area or along the perimeter to provide safe building access for pedestrians.

E. Circulation Drives: A circulation drive may be permitted around the front of the building but may not encroach into the front setback or any required landscape area. If provided, this drive shall be designed to be the minimal width required (not to exceed 10 feet in width) and shall be constructed using alternative paving treatments such as unit pavers or stamped concrete.

Circulation drives, if provided, should be minimized and treated with pedestrian-scaled materials

F. Surfacing

All vehicle accommodation area surfacing shall be constructed in accordance with the following:

1. **Hard Surface Required:** Except for single family dwellings in the R-1, R-1A, R-2 and R-3 Zoning Districts, all vehicle accommodation areas including drives connecting such areas with the public street Right-of-Ways shall be surfaced with

a dust-free paving treatment including but not limited to asphalt, concrete, or unit pavers.

2. **Porous Paving Permitted:** The Administrator may permit and/or require that porous paving materials be substituted for paved surfaces in some portion of a vehicular surface area where it finds it is necessary to protect the root system of an existing tree or trees from damage or reduce the amount of impervious surface.

3. **Porous Paving Required for Large Lots:** Parking areas that exceed the minimum parking requirements by more than 50% shall have a minimum of 10% of the total spaces surfaced using a pervious technique including but not limited to pervious pavers, grass block, or grass with structural supports.

4. **Exceptions to Paved Parking:** The following situations are exempted from the requirements of this Section:

   a. A parking lot used only for occasional use (Use that occurs on two or fewer days per week.) or is temporary in nature (not exceeding 24 months).

   b. Whenever a proposed development involves only one of the following:

      (1) an accessory structure, or,

      (2) a change in use which will not increase the number of required parking spaces by more than twenty-five (25) percent and the existing parking lot is not paved.

   c. The Administrator may exempt up to 75% of the required employee parking spaces in Industrial zoning districts from the paving requirements of the Section. The exemption is based upon the following criteria: if the employee parking area is not visible, either by effective buffer screening or because of the grade of the site, from any public right-of-way or a residentially or commercially zoned property.

G. Non-paved Areas

Whenever a parking area is exempt from the paved parking requirements or otherwise not required to be paved, the Administrator shall:

1. Require that landscape aisles or spatial separations be provided where it finds it is desirable to ensure that the parking spaces will be readily identifiable to the users; and,

2. Require the perimeter of the vehicle accommodation area encompassing the parking stalls and the side of any unpaved drive or aisle leading to said stalls, to be edged with brick, pressure treated timbers, or cast in place concrete, and anchored into place. Alternate borders may be considered on a case by case basis.

H. Landscaping

Parking lots must meet the screening and landscaping requirements of Article 8.

I. Bicycle Parking

Bicycle parking is encouraged for personal transportation and to provide for bicycle access to employment, retail, and other transportation and travel destinations in the Town of Fletcher.

1. **Required Racks:** Where bicycle racks are used, "Inverted U" type racks or other racks that support the bicycle at two points on the bicycle frame are required.

"Inverted U" bicycle rack

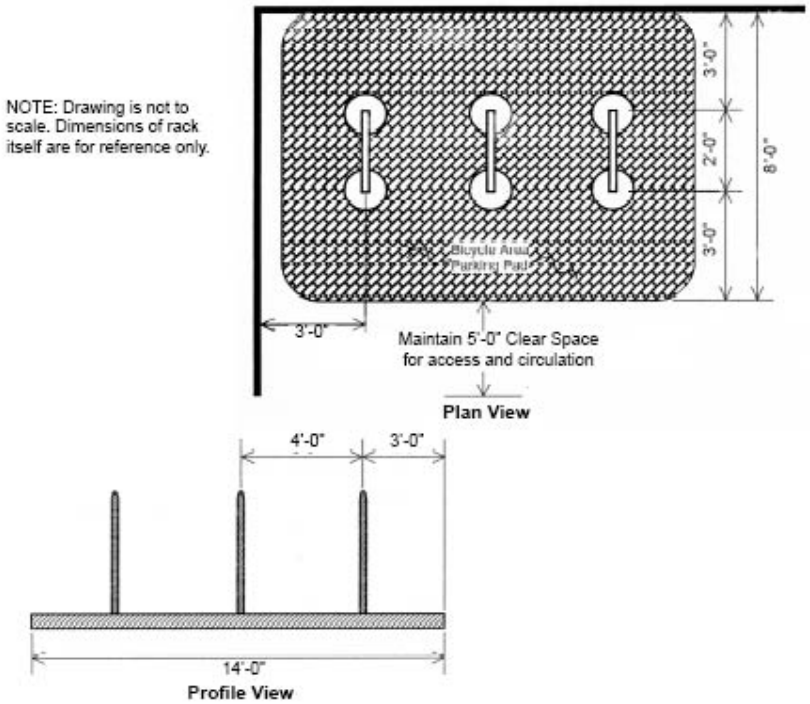
2. **Rack Siting and Dimensions:**

   a. Racks must be secured to the ground on a hard surface such as concrete, asphalt or unit pavers.

   b. Each bicycle parking space shall provide six feet by two feet (6' x 2') in area per bicycle plus the area needed for access.

   c. Bicycle parking should be located no closer than three (3) feet from any wall to provide adequate space for access and maneuvering.

Bicycle rack area dimensions



   d. At least four (4) feet between parallel racks shall be provided for access.

e. Bicycle racks installed on sidewalks should provide for a clear, unobstructed width of at least five (5) feet for pedestrians and should be installed at least three (3) feet from the face of curb.

f. Bicycle racks must be placed a minimum of four (4) feet from existing street furniture (i.e. mailboxes, lightpoles, benches) and be no closer than twelve (12) feet from the edge of fire hydrants.

g. Racks should be placed along a major building approach line and clearly visible from the approach and no more than 50 feet of building entrances or no further than the closest motor vehicle parking space, whichever is less. Rack placement should allow for visual monitoring by people within the building and/or people entering the building.

h. If bicycle parking is provided but is not visible from the street or main building entrance, a sign must be posted at the main entrance indicating the location of the parking.

i. Uses with several major, actively used entrances should locate a portion of the recommended bicycle parking at each entrance.

3. Covered Spaces:

a. If 10 or more bicycle spaces are provided (for developments requiring at least 200 motor vehicle spaces), at least 50 percent of the bicycle spaces should be covered by such means as an awning or placement under an arcade or other means. This protects bicycles and makes it easier for cyclists while securing the bicycle and loading purchases.

b. When motor vehicle parking is provided in a covered space (such as under a building or in a parking deck), bicycle parking spaces should be located in the structure or other areas protected from weather.

c. Bicycle parking may be provided within a building, but the location must be easy accessible to bicycles

4. Shared Parking: Any property owner may elect to establish shared bicycle parking with any other property owner within the same block.

5. Long Term Parking: The recommended bicycle parking in this code is appropriate for short-term parking (for visitors and customers) where the parking duration is less than two hours. Long term bicycle parking – which protects the entire bicycle and its components from theft, vandalism, and weather, and is appropriate for employees and others who may be at a location for longer than two hours – may be provided to satisfy the parking ratios in section 9.2. Examples of long term bicycle parking are bike lockers, covered and fenced bicycle racks, or rooms with key access where bicycles may be stored.