

## Article XIX Parking

### Section 345. Definitions

**[a]** Unless otherwise specifically provided or unless clearly required by the context, the words and phrases defined below shall have the meaning indicated when used in this section.

- [1] *Circulation Area*: That portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. Essentially, driveways and other maneuvering areas (other than parking aisles) comprise the circulation area.
- [2] *Driveway*: That portion of the vehicle accommodation area that consists of a travel lane bounded on either side by an area that is not part of the vehicle accommodation area.
- [3] *Gross Floor Area*: The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.
- [4] *Loading and Unloading Area*: That portion of the vehicle accommodation area used to satisfy the requirements of Section 354.
- [5] *Vehicle Accommodation Area*: That portion of a lot that is used by vehicles for access, circulation, parking, and loading and unloading. It comprises the total of circulation areas, loading and unloading areas, and parking areas (spaces and aisles).
- [6] *Parking Area Aisles*: That portion of the vehicle accommodation area consisting of lanes providing access to parking spaces.
- [7] *Parking Space*: A portion of the vehicle accommodation area set for the parking of one vehicle.

### Section 346. Number of Parking Spaces Required

**[a]** All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question. The number of parking spaces provided at the time of approval of the development may not be subsequently reduced without the approval of the permit issuing authority. All spaces must otherwise be maintained for the life of the development. Should the applicant or its successor at anytime fail to provide the initially approved

number and type of spaces, it shall be a violation of this ordinance and subject the responsible party(ies) to the penalties of Article VII. Upon the discovery that the number of spaces provided has been reduced without approval of the permit issuing authority, the administrator shall revoke the zoning or special use permit and the certificate of occupancy until the violation is cured.

**[b]** The number of off-street vehicle parking space included in a development plan shall comply with the standards in Subsection [e] and other relevant parts of this Section; however, required minimums and maximums may be adjusted by the permit issuing authority when the applicant provides a parking demand analysis prepared by a qualified engineer which supports a conclusion that application of the minimums established by subsection [e] would result in excess and unnecessary parking for the development or maximums established by subsection [e] are inadequate to meet the parking needed for the development.

**[c]** Uses listed in Subsection [e] are preceded by a number. Except as to churches and schools, that number corresponds to a broad use category of the Table of Permissible Uses, Section 165, *supra*, i.e., 1.400 includes 1.410, 1.420, etc. When application of the formulas in Subsection [e] results in a number of parking spaces which includes fractional space less than one-half (.5), the fractional space may be disregarded; when application of the formulas result in a number of parking space which includes fractional space one-half (.5) or greater, the fraction shall be counted as one additional parking space.

**[d]** When a use is proposed which is not listed in Subsection [e], the permit issuing authority shall determine the number of spaces required or permitted, as relevant, by referencing the most similar use listed in Subsection [e]. If the permit issuing authority concludes that no reasonably similar use is listed, it may require the applicant to submit a parking demand analysis prepared by a qualified engineer to determine the number of needed or permitted spaces for the proposed use, or the permit issuing authority may procure its own parking demand analysis.

**[e] Required Parking by Use**

**Residential Land Uses**

**Minimum Parking Required**

1.100 Single-Family Residences	2 spaces
1.200 Two-Family Residences	3 spaces
1.300 Multi-Family Residences	1 space / 1 bedroom units
	2 spaces / 2 bedroom units
	3 spaces / 3 or more bedroom units
	1 space / unit for multi-family residences limited to the Elderly
	1 space / unit for affordable rental dwelling units

	1 space / unit for affordable owner-occupied dwelling units
1.400 Group Homes	1 space / 4 beds
1.500 Hotels/Rooms for Rent	1 space / rentable room

**Commercial Land Uses**

**Maximum Parking Allowed**

2.100 Commercial Retail	5 spaces / 1,000 Sq. Ft.
2.200 Commercial Wholesale	3 spaces / 1,000 Sq. Ft.
2.300 Convenience Stores	5 spaces / 1,000 Sq. Ft.
2.400 Large Scale Retail	5 spaces / 1,000 Sq. Ft.
3.0 Commercial Office	5 spaces / 1,000 Sq. Ft.
4.0 Industrial Uses	2 spaces / 1,000 Sq. Ft.
5.100 Schools	5 spaces / per classroom
5.200 Churches	Total spaces equal to half the seating capacity
6.0 Recreation/Entertainment	5 spaces / 1,000 Sq. Ft.
7.0 Institutional Residence	2 spaces / bed
8.0 Restaurants	12 spaces / 1,000 Sq. Ft.
9.0 Automobile Sales & Service	
First 2,000 Sq. Ft.:	20 spaces / 1,000 Sq. Ft.
Additional Sq. Ft. Above 2,000:	10 spaces / 1,000 Sq. Ft.
12.0 Animal Services	5 spaces / 1,000 Sq. Ft.
13.0 Emergency Services	5 spaces / 1,000 Sq. Ft.
16.0 Dry Cleaner	5 spaces / 1,000 Sq. Ft.
19.0 Open Air Markets	5 spaces / 1,000 Sq. Ft.
20.0 Funeral Home	12 spaces / 1,000 Sq. Ft.
22.0 Daycare	3 spaces / 1,000 Sq. Ft.
28.0 Combination Uses	As applied to individual uses

**[f] Parking Requirements for Use 1.300 Multi-Family Residences**

[1] The minimum parking required for a Use 1.300 Multi-Family Residences shall be reduced by a factor of 10% for each one of the following, with a maximum reduction of 20% based on these factors:

[A] The development is located within 1 mile of linear sidewalk distance from any portion of the Appalachian State University library, and public sidewalks or public pedestrian walkways exist or will be constructed in connection with the development which allow safe pedestrian travel between the development and the main campus.

[B] Bus service to the development exists or is arranged by the developer and a transit shelter or bus pull-off for use by the residents is built or exists within ½ mile linear sidewalk distance from the development boundary.

- [2] The number of automobile parking spaces for Use 1.300 Multi-Family Residences shall not exceed one-hundred and twenty percent (120%) of the minimum requirement.

**[g]** When requested by the Administrator or permit issuing authority, an application for a permit for a new development shall include an evaluation of the need for automobile parking which may result from the development as proposed, and strategies to mitigate parking impacts upon both the immediate environs of the development and upon the region which may be negatively affected. When the Administrator or permit issuing authority concludes that due to existing unsatisfactory traffic flows or anticipated unsatisfactory traffic flows if the development is constructed as proposed, or where the Administrator or permit issuing authority concludes that existing parking in the vicinity of the development, supplemented by parking proposed for the development, may be inadequate to meet the anticipated parking needs generated by the development, the Administrator or permit issuing authority may request that the applicant provide a report, prepared by a competent engineer, predicting the impact of the development on traffic and parking in the immediate environs of the development or the entire region which may be negatively affected. This analysis shall include identification of specific strategies, improvements, and other measures necessary to effectively mitigate identified impacts.

#### **Section 347. Flexibility in Administration Required**

**[a]** The council recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth in Subsection 346 [e] may result in a development either with inadequate parking space or parking space far in excess of its needs. The former situation may lead to traffic congestion or parking violations in adjacent streets as well as unauthorized parking in nearby private lots. The latter situation wastes money as well as space that could more desirably be used for valuable development or environmentally useful open space. Therefore, as suggested in Section 346, the permit issuing authority may permit deviations from the presumptive requirements of Subsection 346 [e] and may require more parking or allow less parking whenever it finds that such deviations are more likely to satisfy the standard set forth in Subsection 346 [a].

**[b]** Without limiting the generality of the foregoing, the permit issuing authority may allow deviations from the parking requirements set forth in Subsection 346 [e] when it finds that:

- [1] A residential development is irrevocably oriented toward the elderly;
- [2] A business is primarily oriented to walk-in trade.

**[c]** Whenever the permit issuing authority allows or requires a deviation from the presumptive parking requirements set forth in Subsection 346 [e], it shall enter on the face of the permit the parking requirement that it imposes and the reasons for allowing or requiring the deviation.

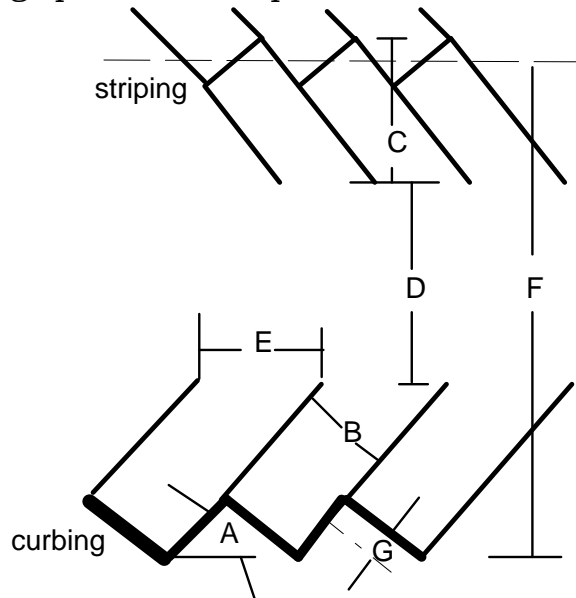
**[d]** If the permit issuing authority concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Subsection 346 [e] for a particular use classification is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Article XXI.

**Section 348. Parking Space Dimensions and Required Widths of Parking Area Aisles and Driveways**

**[a]** Subject to Subsection [b], [c] and [f], each parking space shall contain a rectangular area at least seventeen and one half (17.5) feet long and nine (9) feet wide. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section.

**[b]** In parking areas containing ten (10) or more parking spaces, a rectangular area of only seven and one half (7.5) feet in width by fifteen (15) feet in length, may be conspicuously designated as reserved for compact cars in the following situations:

- [1] Multi-family uses may provide up to fifty (50) percent of the parking spaces for compact cars.
- [2] All other uses may provide up to thirty five (35) percent of the parking spaces for compact cars.



Schematic Diagram of Parking Geometry

**[c]** Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty three (23) feet by nine and one half (9.5) feet.

**[d]** Parking area aisle widths shall conform to the Geometric Design Standards for Parking Table, which varies the width requirement according to the angle of parking.

**[e]** Driveways shall not be less than eleven (11) feet in width for one way traffic and eighteen (18) feet in width for two way traffic, except that eleven feet wide driveways are permissible for two way traffic when, (i) the driveway is not longer than fifty feet, (ii) it provides access to not more than six spaces, and (iii) sufficient turning space is provided so that vehicles need not back into a public street.

**[f]** Geometric Design Standards for Parking Table.

### Geometric Design for Standard Automobiles

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>
Parking Angle (degrees)	Stall Width ( feet )	Stall Depth (to Curb) ( feet )	Aisle Width ( feet )	Stall Width Parallel to Aisle ( feet )	Module Width ( feet )	Bumper Overhang ( feet )
<b>0</b>	9.5	N/A	12.0	23.0	31.0	N/A
<b>45</b>	9.0	17.5	12.0	12.7	47.2	2.0
<b>60</b>	9.0	19.0	16.0	10.4	54.0	2.5
<b>75</b>	9.0	19.5	23.0	9.3	62.0	2.5
<b>90</b>	9.0	18.0	24.0	9.0	60.0	3.0

### Geometric Design for Compact Automobiles

A	B		C	D	E	F	G
Parking Angle (degrees)	Stall Width		Stall Depth (to Curb) ( feet )	Aisle Width ( feet )	Stall Width Parallel to Aisle ( feet )	Module Width ( feet )	Bumper Overhang ( feet )
	Multi-Family ( feet )	Other Uses ( feet )					
<b>0</b>	8.0	8.0	N/A	11.0	19.0	27.0	N/A
<b>45</b>	7.5	8.0	16.0	11.0	10.5	43.0	2.0
<b>60</b>	7.5	8.0	16.7	14.0	8.7	47.4	2.3
<b>75</b>	7.5	8.0	16.3	17.4	7.8	50.0	2.5
<b>90</b>	7.5	8.0	15.0	20.0	7.5	50.0	2.5

**Section 349. General Design Requirements**

**[a]** Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing into a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.

**[b]** Vehicle accommodation areas of all developments shall be designed so sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.

**[c]** Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

**[d]** Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

**[e]** All vehicle accommodation areas shall designate parking space for handicapped persons in accordance with the state Building Code.

**Section 350. Vehicle Accommodation Area Surfaces**

**[a]** Except for single or two family dwellings and excluding vehicle accommodation areas designed for two (2) vehicles or less, all vehicle accommodation areas shall be surfaced with a bituminous paving or NCDOT standard ABC stone. ABC stone may not be used on vehicle accommodation areas with slopes greater than five (5) percent.

**[b]** Parking spaces in areas surfaced with bituminous paving shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surfaced with NCDOT standard ABC stone shall be demarcated whenever practicable.

**[c]** Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicular accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

**[d]** Use of pavement or asphalt sealant, coating or like product (hereafter referred to as "sealant").

[1] Any sealant may only be used in conformity with its manufacturer's specifications and is further subject to the following requirements:

[A] No person may apply a sealant nor authorize its application without first obtaining a zoning permit from the Administrator. As part of the permit application, the applicant must disclose the date the sealant will be applied, the location of the area to which the sealant will be applied, the type of sealant which will be applied and such other information as the Administrator shall request. The Administrator may charge appropriate fees to defray the costs of inspections needed to verify compliance with this section.

[B] A sealant may not be applied unless the pavement and air temperatures at the location of the application, at all times during application and for at least forty-eight hours thereafter, are and are predicted to be at least fifty-five degrees Fahrenheit and stable or rising, but less than eighty degrees Fahrenheit.

[C] A sealant may not be applied during rainy or wet weather.

- [D] Any person applying a sealant must have on site for ready inspection by the Administrator a copy of the manufacturer's specifications for application of the sealant.
- [2] Additional Requirement for Non-Coal-Tar-Based Sealants: In addition to the foregoing requirements of subsection [d][1], a non-coal-tar-based sealant may not be applied if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied, or at the time application begins there is more than a ten percent chance of precipitation predicted by the National Weather Service for any portion of the forty-eight hours following the anticipated completion of the application.
- [3] Additional Requirement for Coal-Tar-Based Sealants:
- [A] In addition to the foregoing requirements of subsection [d][1], a sealant containing coal tar may not be applied if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied; at the time application begins there is a ten percent or more chance of precipitation predicted for any period within the forty-eight hours following the anticipated completion of the application; or if at the time application begins, there is more than a twenty percent chance of precipitation predicted for any period within seven full days following the anticipated completion of the application, each as predicted by the National Weather Service.
- [B] A sealant containing coal tar may never be applied to a surface, any part of which is located within a flood way, nor to a surface, any part of which is within two hundred feet from the closest point of any natural watercourse, as defined in Section 300 and shown on a map labeled as the "NC Stream Map" as produced by the North Carolina Stream Mapping Project (<http://www.ncstreams.org>)" on file with and available through the Administrator.
- [C] A sealant containing coal tar may only be applied to a surface, any part of which is located in an area of special flood hazard, as defined in Section 300, if buffering is placed along all portions of the downslope perimeter of the surface sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with

bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight, laid end to end, shall be considered sufficient to meet the requirements of this paragraph.

- [D] A sealant containing coal tar may only be applied to a surface, any part of which contains a storm drain, if buffering or filters are placed around the full perimeter of the storm drain sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight forming an unbroken perimeter around a storm drain shall be considered a sufficient buffer and filter to meet the requirements of this paragraph.

### **Section 351. Joint Use of Required Parking Spaces**

[a] One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to another use.

[b] To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally ninety (90) percent vacant on weekends, another development that operates only on weekends could be credited with ninety (90) percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to fifty (50) percent of capacity on days other than Sunday, another development could make use of fifty (50) percent of the church lot's spaces on those other days.

[c] If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 352 are also applicable.

### **Section 352. Satellite Parking**

[a] If the number of off-street parking spaces required by this ordinance cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off site spaces are referred to in this section as satellite parking spaces.

**[b]** All such satellite parking spaces (except spaces intended for employee use) must be located within five hundred (500) feet of a public entrance of a principal building housing the use associated with such parking, or within five hundred (500) feet of the lot on which the use associated with such parking lot is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance.

**[c]** The developer wishing to take advantage of the provisions of this section must present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgment that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces.

**[d]** Persons who obtain satellite parking spaces in accordance with this section shall not be held accountable for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this article.

### **Section 353. Special Provisions For Lots With Existing Buildings**

**[a]** Notwithstanding any other provisions of this ordinance, whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the parking requirements of Section 346 that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of Section 346 to the extent that (i) parking space is practicably available on the lot where the development is located, and (ii) satellite parking space is reasonably available.

**[b]** Should satellite parking subsequently become reasonably available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer obtain satellite parking when it does become available.

### **Section 354. Loading and Unloading Areas**

**[a]** Subject to Subsection [f], whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area, located at the rear, side or end of the business, must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.

**[b]** The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. Subsection [c] indicates the number of spaces that, presumably satisfies the standard set forth in this Subsection. However, the permit issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the standard in Subsection [c].

**[c]** For the purpose of this section, the off-street loading and unloading space shall have the minimum dimensions of twelve (12) feet by fifty five (55) feet and overhead clearance of fourteen (14) feet from street grade.

- [1] Retail business shall provide one (1) space of three hundred (300) square feet for each five thousand (5,000) square feet of floor space.
- [2] Wholesale and industry shall provide one (1) space of five hundred (500) square feet for each ten thousand (10,000) square feet of floor area.
- [2] In the case of mixed uses, the total requirements for off-street loading or unloading space shall be the sum of the requirements for the various uses computed separately.

**[d]** Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

**[e]** No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

**[f]** Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can be practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.

**Section 355. Bicycle Parking**

**[a]** The B - 1 Central Business zoning district is exempt from the requirements of Section 355 Bicycle Parking.

**[b]** Except for single family housing (Use 1.100, Table of Permitted Uses), two family housing (Use 1.200), home occupation uses (Use 1.600), and agriculture and livestock uses (Use 14.100), bicycle parking facilities meeting the standards of this Section shall be provided by a permit applicant under each of the following circumstances:

- [1] When a new building is constructed;
- [2] When any addition to or enlargement of an existing building is constructed;
- [3] When a change in occupancy of any building occurs which results in a requirement for additional vehicle parking facilities under UDO Section 346.

**[c]** The number of bicycle spaces included in the required bicycle parking facilities shall be determined by the following table of uses. Use descriptions are abbreviated and are for descriptive purposes only. Uses listed below are preceded by a number which corresponds to a use category in the Table of Permissible Uses, Section 165, *supra*, and include all specific uses described in association with that number, i.e., 5.200 includes not only “Churches,” as mentioned herein, but also “synagogues, and temples, including associated residential structures for religious personnel and associated buildings but not including elementary school or secondary school buildings,” the full detail of Section 5.200 in the Table of Permitted Uses. In those instances when alternative measures are associated with a particular use, e.g., “2, or 1 per 20 units,” the measure providing the higher number of bicycle parking spaces shall be used.

<b>Residential Land Uses</b>	<b>Short Term Spaces</b>	<b>Long Term Spaces</b>
1.300 Multi-family Residences	2, or 1 per 20 units	1 per 4 units
1.400 Group Homes	2, or 1 per 20 bedrooms	
1.510 Rooming Houses	2	
1.530 Hotels	2	2
1.540 Fraternity/Sorority Dwellings	2, or 1 per 20 units	2

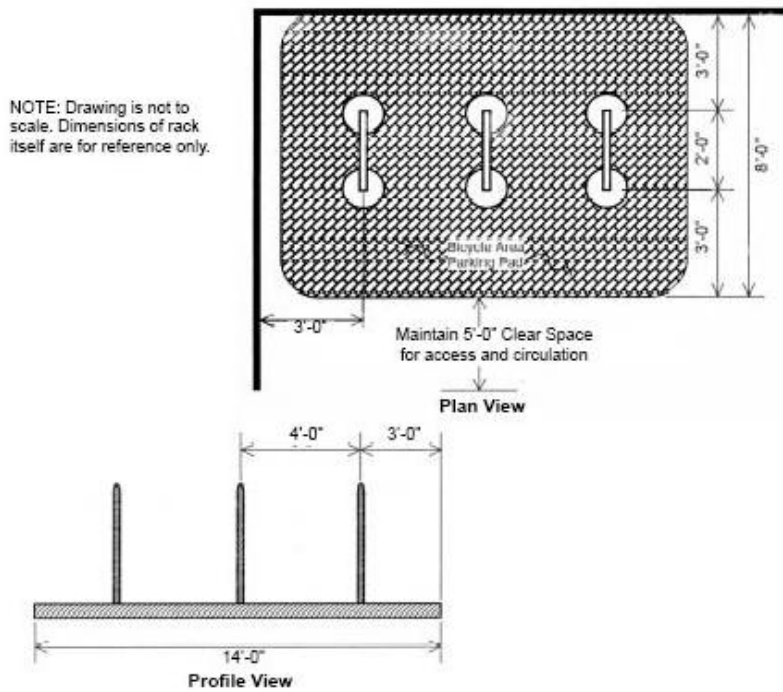
<b>Commercial Land Uses</b>	<b>Short Term Spaces</b>	<b>Long Term Spaces</b>
2.100 Commercial Retail	2, or 1 per 5,000 SF*	2, or 1 per 12,000 SF
2.200 Commercial Wholesale	2, or 1 per 15,000 SF	
2.300 Convenience Stores	2	2
2.400 Large Scale Retail	2, or 1 per 5,000 SF	2, or 1 per 12,000 SF
3.0 Commercial Office	2	2, or 1 per 10,000 SF
4.0 Industrial Uses	2, or 1 per 15,000 SF	
4.300 Warehouses	2, or 1 per 40,000 SF	
5.110 Elementary/High Schools	1 per classroom	1 per classroom
5.120 Trade Schools	2, or 1 per 10,000 SF	2, or 1 per 20,000 SF
5.130 Colleges	2, or 1 per 10,000 SF	2, or 1 per 20,000 SF
5.200 Churches	2	2
5.300 Libraries	1 per 10 automobile spaces	2
5.400 Social Clubs	1 per 10 automobile spaces	2
6.110 Indoor Recreation	1 per 10 automobile spaces	2
6.120 Movie Theaters	8 or 1 per 40 seats	
6.130 Coliseums	8 or 1 per 40 seats	
6.210 Private Outdoor Recreation	2	
6.220 Public Outdoor Recreation	2	
6.230 Town Passive Recreation	5	
7.100 Hospitals	2, or 1 per 40,000 SF	2, or 1 per 50,000 SF
7.200 Nursing Homes	2	2

<b>Commercial Land Uses</b>	<b>Short Term Spaces</b>	<b>Long Term Spaces</b>
8.0 Restaurants	2, or 1 per 5,000 SF	2, or 1 per 12,000 SF
9.0 Motor Vehicle Sales	2	
10.100 Automobile Parking	1 per 10 automobile spaces	
12.0 Animal Services	2	
13.0 Emergency Services	2	
15.100 Post Office	2	2
15.200 Airport	2	2
16.0 Dry Cleaners	2	2
19.0 Open Air Market	2	2
22.0 Daycare	2, or 1 per 10,000 SF	
24.0 Transportation	8	
25.0 Greenhouse	2	2
28.0 Combination	As applied individually	As applied individually

\* “SF” shall denote and refer to “square feet.”

**[d]** Parking facilities shall meet the following standards:

- [1] Each bicycle parking space shall be no less than six (6) feet long by two (2) feet wide, plus sufficient area for access. A “rack” is a bicycle facility which includes multiple contiguous bicycle parking spaces. Exact conformity with the following diagram for a single rack bicycle facility is not required, but adherence to this design shall meet the requirements of this section:

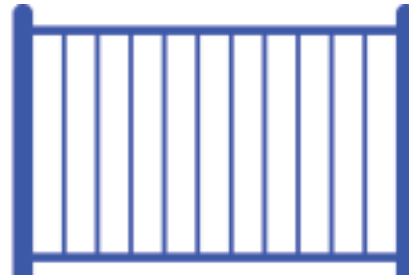
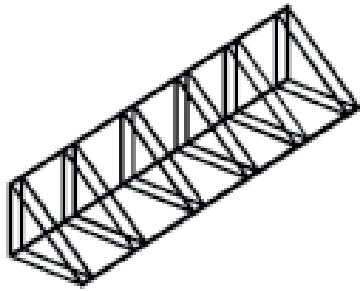


- [2] No less than four (4) feet must be provided between parallel racks.
- [3] Bicycle parking facilities shall be constructed of materials of sufficient strength to significantly resist their displacement or removal, and they shall be securely anchored in concrete or other equivalent material or system of sufficient strength to significantly resist removal. Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components and allow for the use of either a cable, U-shaped, or similar lock to secure the bicycle.

Examples of acceptable facilities



Examples of **unacceptable** facilities (because they secure only one wheel)



- [4] Outside bicycle parking facilities shall be illuminated in conformity with the standards for "open parking areas" of UDO Section 396. Inside bicycle parking facilities shall be illuminated in conformity with the standards for "building entries" of UDO Section 396.
- [5] Areas set aside for outside bicycle parking shall be clearly marked and reserved for bicycle parking only. Where the location of said parking is not easily visible from the street, a sign that does not exceed four (4) square feet in area and directs cyclists to parking shall be provided on site and must be visible from the street or from the main building entrance. For purposes of this Section, "main building entrance" shall connote and refer to the primary doorway by which residents, visitors or customers enter and exit a building, whether or not said entrance is oriented facing the public street.

Examples of acceptable signs



- [6] Bicycle parking shall be located so as to avoid impeding or creating a hazard to pedestrians from parked or approaching bicycles, and to avoid creating a hazard to bicyclists or bicycles from automobiles or other motor vehicles. Bicycle racks installed on private sidewalks within the development must provide a clear, unobstructed passage of at least five (5) feet for pedestrians and should be installed at least three (3) feet from the face of any curb. Bicycle racks may not be installed on public sidewalks without the express authorization of

the Boone Town Council, subject to such conditions which may be attached to such authorization.

**[e]** Short-term bicycle parking is parking intended or utilized for 2 hours or less by customers or visitors to a particular use. Parking facilities for short-term bicycle parking must be located no farther from the main building entrance than the distance to the closest non-handicap vehicle space, or 50 feet, whichever is less, and they must be visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances where the main building entrance is not oriented toward the public street, the parking facilities must be visible from such locations, as determined by the Administrator or permit issuing authority, which will provide the greatest level of visibility to achieve the dual purposes of security for the bicycles using the facilities and availability to bicyclists visiting the building for the first time. Short term bicycle parking, when allowed within a public right-of-way, should be coordinated with street furniture as applicable.

**[f]** Long term bicycle parking is intended or utilized for daily, overnight or even longer duration bicycle parking by residents and employees. Long term bicycle parking shall be covered or enclosed, and must provide security and protection from weather and the elements. Long term bicycle parking should be incorporated whenever possible into the building design.

**[g]** Bicycle parking exceeding the requirements of subsection [b] may reduce by up to 10% required motor vehicle parking for residential uses and other uses where a parking demand analysis establishes a minimum motor vehicle parking expectation. For every five bicycle parking spaces in excess of the short or long term bicycle parking requirements of subsection [b], the use's motor vehicle parking requirement is reduced by one (1) space.

### **Section 356. Motorcycle Parking**

**[a]** The B - 1 Central Business zoning district is exempt from the requirements of Section 356 Motorcycle Parking.

**[b]** Motorcycle parking facilities meeting the standards of this Section shall be provided by a permit applicant under each of the following circumstances, and one (1) motorcycle parking space shall be provided for every 40 motor vehicle parking spaces:

- [1] When a new building is constructed;
- [2] When any addition or enlargement of an existing building is constructed;

[3] When a change in occupancy of any building occurs where 40 or more vehicle parking spaces are provided.

**[c]** Motorcycle parking facilities shall meet the following design standards:

[1] Each motorcycle parking space shall be no less than eight (8) feet long by four (4) feet wide, and sufficient space for access shall be provided.

[2] Motorcycle parking facilities must be visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances where the main building entrance is not oriented toward the public street, the motorcycle parking facilities must be visible from such locations, as determined by the Administrator or permit issuing authority, which will provide the greatest level of visibility to achieve security for the motorcycles using the facilities. Motorcycle parking facilities must also include features to provide reasonable security for motorcycles. Designers are encouraged to include fixed features such as rails, hoops, or posts designed to provide a simple locking point to secure a motorcycle or scooter using a chain or similar device.

[3] Motorcycle parking facilities shall be clearly marked and reserved for motorcycle parking only, using signage and/or pavement marking determined by the Administrator or permit issuing authority as adequate to both direct motorcycle riders to the proper facilities and to prevent use of the motorcycle parking facilities by other motor vehicles.

[4] The slope of motorcycle parking facilities should be as close to level as possible while still providing adequate drainage. "Adequate drainage" is such drainage as will prevent the buildup of water and ice in included motorcycle parking spaces. Motorcycle parking facilities must have a firm surface capable of supporting the weight supported by the stand of the heaviest of models of motorcycle.

**Section 357. Reserved**

