

2.10 Parking

- A. **Intent.** The intent of this section is to provide adequate parking for motor vehicles while minimizing the visual impact of parking lots and structures.
- B. **General Provisions.** In all zone districts, off-street parking facilities for the storage of self-propelled motor vehicles for the use of occupants, employees and patrons of the building or structures hereafter erected, altered or extended shall be provided and maintained as herein prescribed.
1. **Surface.** All parking and driveway areas and primary access to parking facilities shall be surfaced with asphalt, concrete or similar materials.
 2. **Integrate parking lots with surroundings.** Parking lots shall not dominate the frontage of pedestrian-oriented streets, interfere with designated pedestrian routes, or negatively impact surrounding neighborhoods. The pedestrian character of streets and buildings shall be maximized through continuity of buildings and landscape frontage.
 3. **Location.** Parking lots shall be located to the rear or side of buildings or in the interior of a block whenever possible.
 4. **Landscaping.** Parking lots shall be landscaped, screened and buffered as provided in Sections 2.16 and 2.17. Except single family detached residence.
 5. **Share-access.** Where feasible, parking lots shall share access drives with adjacent property with similar land uses.
 6. **Off-street parking design.** Any off-street parking area shall be designed so that vehicles may exit without backing onto a public street unless no other practical alternative is available. 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.
 7. **Circulation area design.** Circulation areas shall be designed to facilitate the safe movement of vehicles without posing a danger to pedestrians or impeding the function of the parking area.
 8. **Lighting.** All parking area lighting shall be full cutoff type fixtures. Any light used to illuminate parking areas or for any other purpose shall be so arranged as to reflect the light away from nearby residential properties, and away from the vision of passing motorists.
 9. **Shared off-street parking.** When there are opportunities to support parking demand through shared off-street parking for compatible uses (such as a movie theater or office building), a parking study and shared parking agreements shall be used to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements.

10. Adjacent on-street parking in downtown and mixed use areas. In order to promote a pedestrian scale and encourage a perception of safety downtown and in neighborhood commercial and mixed use areas, parking may be satisfied using adjacent on-street parking or shared rear-lot parking areas. A parking study and shared parking agreements shall be used to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements.

C. **Paved Off-Street Parking Requirements.** Paved off-street parking shall be provided according to the minimum requirements as specified below:

USE	REQUIRED PARKING Must be outside of rights-of-way
1. Single-family detached	2 spaces per unit
2. Townhouse and duplex	1 space per bedroom, up to 2 per unit
3. Apartment dwellings	1 space per bedroom, up to 2 per unit
4. Accessory dwellings	1 space per bedroom, up to 2 per unit
5. Retail	4 spaces for every 1000 square feet of gross floor area*
6. Office/business uses	1 space for every 500 square feet of gross floor area*
7. Institutional/churches	1 space for every 6 seats*
8. Business park/industrial	1 space each for the maximum number of employees present at any one time*
9. Schools	1 parking space per four (4) seats in the auditorium, or two (2) parking spaces per three (3) employees, or one (1) parking space per one thousand (1,000) square feet of floor area, whichever requires the greatest number of parking spaces.
10. All other uses not listing	A parking study shall be made to determine requirements.

1. Off-street parking for commercial, industrial, and institutional uses shall be sufficient to provide parking for employees of all proposed uses as well as long-term customer parking. The applicant may provide a parking study to demonstrate the project has an adequate parking supply as an alternative to standard parking requirements. Spaces reserved for employees shall be designated as such by means of striping and signage. Parking shall be located at the rear and sides of buildings to the greatest extent possible and screened from the view of streets as provided by Section 2.17. Required parking downtown can be met with on-street and shared parking.

D. Location of Spaces.

1. Off-street parking facilities for residential uses shall be provided and located on the same lot as the building they are intended to serve.
2. Required off-street parking in residential zones shall not lie within the front yard setback nor within any required side yard setback adjacent to a street. (Driveway spaces within these setbacks can not be counted for required off-street parking.)
 - a. The location of required off-street parking facilities for other than residential uses shall be within 350 feet of the building they are intended to serve when measured from the nearest point of the building or structure.
 - b. Except within a garage or in conjunction with an approved affordable housing project, tandem parking is not allowed to meet required off-street parking requirements.
 - c. Garages or required off-street parking spaces shall be set back twenty-two (22) feet from the back of the sidewalk.

E. Handicap Parking Spaces.

1. Handicap parking spaces shall be required for all retail, office, business, industrial, institutional uses, as well as multi-family units.
2. Handicap parking spaces shall be designated as being for the handicapped with painted symbols and standard identification signs.
3. Handicap parking spaces shall be located as close as possible to the nearest accessible building entrance.
4. Number of Handicap Parking Spaces:

Total Parking Spaces in Lot	Minimum Required Number of Handicap Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7

301-400	8
401-500	9
501-1000	2% of total
1000 and over	20 plus 1 for every 100 over 1000

For every eight (8) handicap parking spaces there must be at least one (1) van-accessible space. If there is only one (1) handicap parking space, that space must be van-accessible.

F. Handicap Parking Space Dimensions

1. Parking spaces must be eight (8') feet by eighteen (18') feet with a five (5') foot wide access aisle.
2. Van-accessible spaces must be eight (8') feet by eighteen (18') feet with an eight (8') foot wide access aisle.
3. Parking spaces for the physically handicapped that are parallel to a pedestrian walk which is handicap accessible may have the same dimensions as those for standard vehicles.

G. Parking Stall Dimensions. Parking stalls for automobiles shall meet the following standards. All dimensions represent the minimum requirement for any required parking space. Refer to figure 2-12.

PARKING STALL DIMENSIONS					
Parking Angle (A)	Stall Width (B)	Stall to Curb (C)	Aisle Width (D)	Curb Length (E)	Overhang (F)
45°	9'	19'	13'	12' 8"	1' 5"
60°	9'	20'	13'	10' 5"	1' 8"
90°	9'	18'	24'	9'	2'
0° (parallel)	8' *	8' *	12'	24'	0'

*Except along local streets where 7' is permitted.

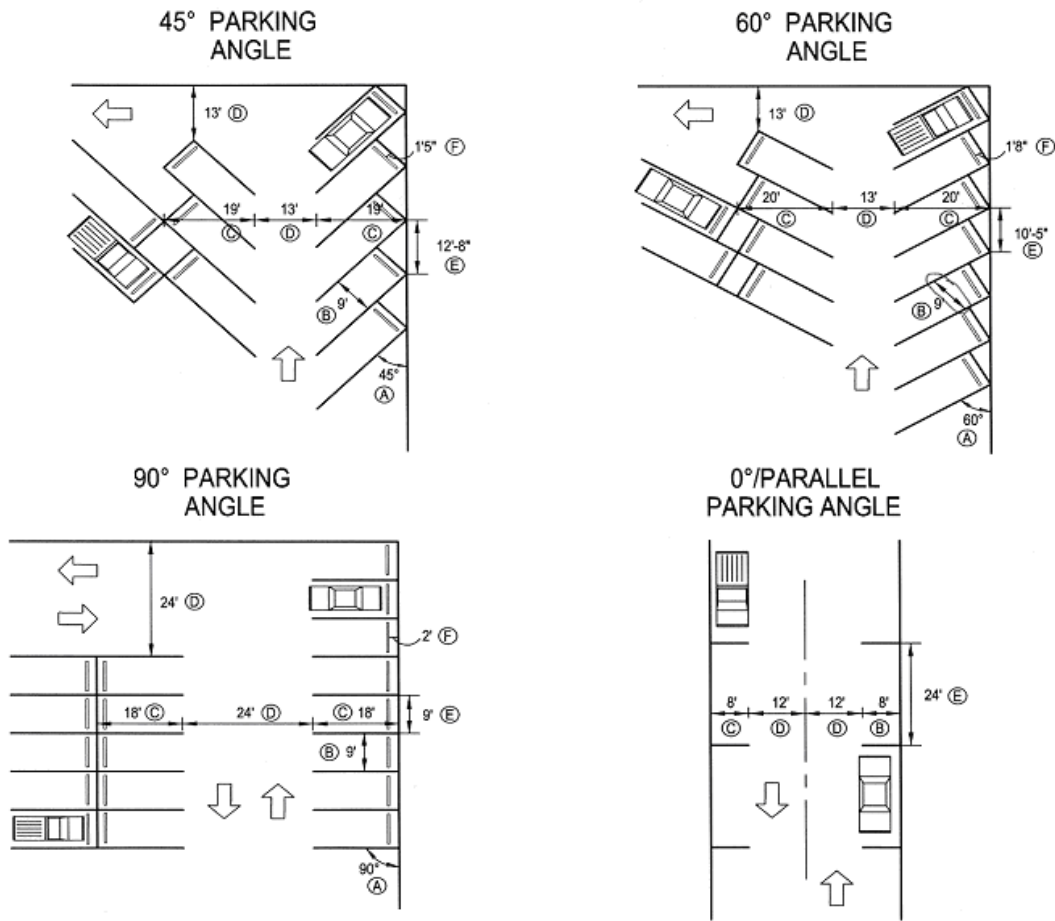


Figure 2-12

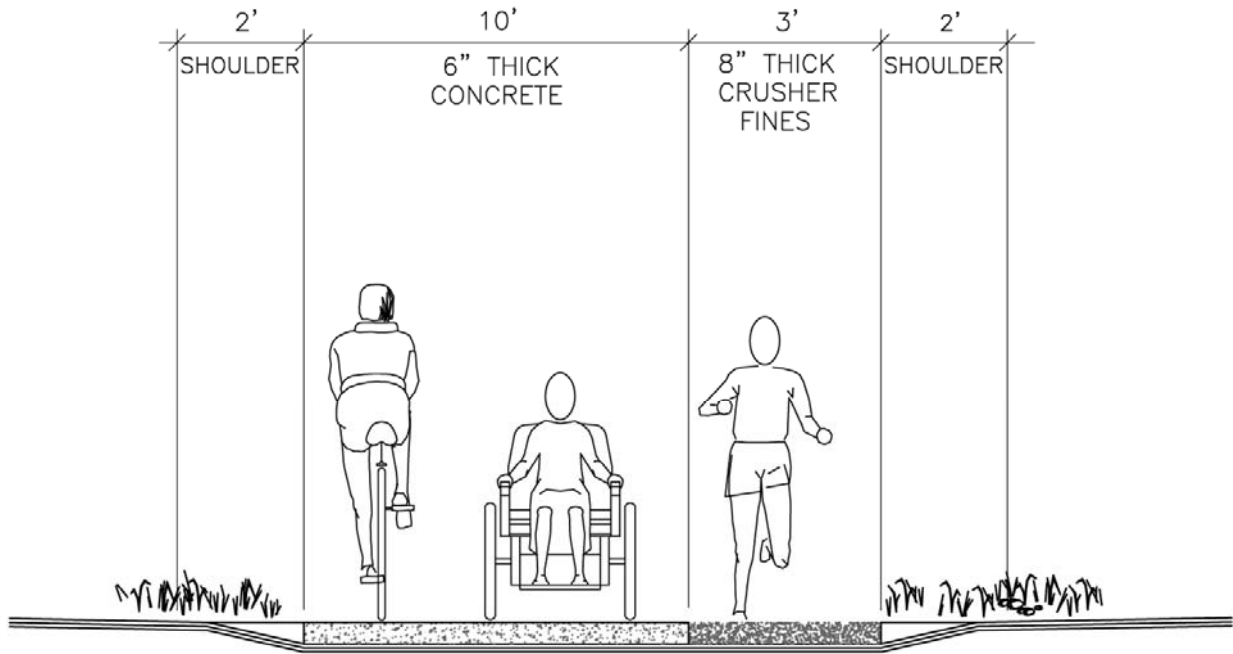
H. **Bicycle Parking Spaces.** Commercial, industrial, civic, employment, multi-family and recreational uses shall provide bicycle facilities to meet the following standards:

1. A minimum number of bicycle parking spaces shall be provided, equal in number to two (2) percent of the total number of automobile parking spaces provided by the development, but not less than one (1) space.
2. For convenience and security, bicycle parking facilities shall be located near building entrances. Within downtown commercial areas, however, a grouping of spaces shall be utilized as directed by the Board of Trustees.
3. Bicycle parking facilities shall be designed to allow the bicycle frame and both wheels to be securely locked to a parking structure which is permanently attached to the pavement.

2.11 Sidewalks, Multi-Use Pathways and Trails

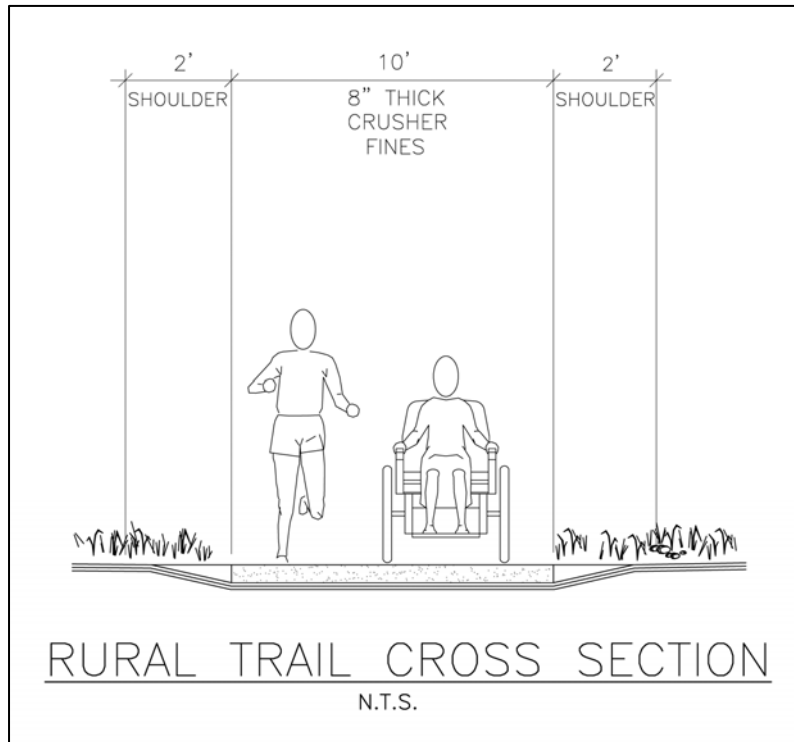
- A. **Intent.** The intent of the standards for sidewalks, multi-use pathways and trails is to assure a safe, convenient, and attractive pedestrian/bicycle system that minimizes conflicts between vehicles, bicycles and pedestrians.
- B. **General Provisions.**
1. **Interconnected Network.** A sidewalk network that interconnects all dwelling units with other dwelling units, non-residential uses, and common open space shall be provided throughout each development. Sidewalks shall be separate and distinct from motor vehicle circulation to the greatest extent possible. The pedestrian circulation system shall include gathering/sitting areas and provide benches, landscaping and other street furniture where appropriate.
 2. **Sidewalks.** In all zone districts, except for agriculture, sidewalks are required along both sides of a paved street.
 3. **Sidewalk Width.** Sidewalks shall be a minimum of five and a half (5'- 6") feet wide along local streets; a minimum of five (5') feet wide along residential collector streets; six (6') to ten (10') feet wide along major collector streets (depending on the adjacent land uses); and a minimum of ten (10') feet wide along arterial streets. A four (4') foot detached sidewalk is an acceptable sidewalk alternative if it is approved through the subdivision exception process. Sidewalks adjacent to storefronts in commercial areas shall be ten (10') feet in width.
 4. **Sidewalk Location.** Sidewalks shall be located within the right-of-way unless otherwise authorized by the Board of Trustees.
 5. **Sidewalk Materials.** The acoustic, thermal, visual and tactile properties of sidewalk paving materials shall be appropriate to the proposed functions of pedestrian circulation. Sidewalks shall be constructed of concrete, brick, slate, colored/textured concrete pavers, concrete containing accents of brick, or some combination thereof that is compatible with the style, materials, colors, and details of the surrounding buildings. Asphalt shall not be used for sidewalks.
 6. **Sidewalk Installation.** Sidewalks and related improvements shall be installed or constructed by the subdivider in accordance with plans and specifications approved by the Board of Trustees and, after installation or construction; they shall be subject to inspection and approval by the Board of Trustees. All required improvements shall be completed in accordance with the officially established grades.
 7. **Accessibility.** Sidewalks and plazas shall be accessible to handicapped individuals. (Refer to Americans with Disabilities Act [ADA] requirements.)

8. Walkways. Walkways through a subdivision block shall be not less than eight (8') feet in width, shall be within a dedicated right-of-way not less than twenty (20') feet in width, and shall be flanked with appropriate landscaping and lighting. Walkways along buildings and within parking lots shall be raised and curbed, where suitable. A direct pedestrian connection to building entries, public space and parking areas shall be provided from public sidewalks. Walkways shall be constructed of the same materials as sidewalks, except that walkways internal to asphalt surfaced parking lots may be of asphalt construction. Walkways crossing driveways in parking lots shall be clearly delineated by a change in pavement color or texture or paint striping.
9. Lighting. All sidewalks and other pedestrian walkways shall have appropriate lighting, using poles and fixtures consistent with the overall design theme for the development.
10. Multi-use Pathways (Bikeways). Multi-use pathways shall be provided to link internal open space areas with peripheral open space areas and shall connect to multi-use pathway routes throughout the community. Multi-use pathway routes shall be designated between residential areas and commercial and employment centers and schools. Multi-use pathways on local streets may be delineated by painted "bicycle only" lanes. Sidewalks that may be used as a multi-use pathway are required on arterial and collector streets. All other multi-use pathways shall be a minimum of eight (8') feet wide and shall be of concrete construction or where approved by the Board of Trustees, compressed gravel or crusher fines. Asphalt paving is prohibited. Bike racks shall be provided at the entry to internal and peripheral open space areas.
11. Trails. Trails shall be provided within and surrounding open space areas and connecting open space areas. Trails shall be a minimum of ten (10) feet in width and shall be of concrete construction. The Board of Trustees may approve a ten (10') foot wide crusher fines trail in low density areas that will remain rural in character. A trail may be flanked on one side by a soft surface path a minimum of three (3') feet in width. The soft surface path shall be constructed with a minimum depth of eight (8") inches of compressed gravel, crowned and compacted with edging to contain trail material. See Figures.2-13 and 2-14



TRAIL CROSS SECTION
N.T.S.

Figure 2-13



RURAL TRAIL CROSS SECTION
N.T.S.

Figure 2-14

