

## X.6 OFF-STREET VEHICLE AND BICYCLE PARKING, AND OFF-STREET LOADING

### X.6.1 Applicability to Existing Structures

- A. When off-street parking spaces are required in the TOD Districts, the minimum off-street vehicle requirements must be met when the following occur.
  - 1. New construction of a second principal building on the site.
  - 2. An existing principal building is expanded which results in a requirement to add ten or more parking spaces.
  - 3. A change in use results in a requirement to add ten or more vehicle parking spaces in excess of the amount required for the immediately prior use.
- B. Limitations on the maximum number of parking spaces must be met when the following occur:
  - 1. A parking lot is fully reconstructed. Resealing or re-striping of an existing parking lot, which does not entail paving, resurfacing, or replacement of the asphalt, concrete, or other paving material, is not considered reconstruction.
  - 2. The addition of five or more parking spaces.
- C. In the TOD Districts, any change in use requires installation of all required bicycle parking.
- D. Vehicular parking requirements must be met on-site or off-site no more than 800 feet from the lot on which the use is located.
- E. Shared parking is permitted in accordance with Section 12.203 of the Zoning Ordinance.

### X.6.2 Required Vehicle Parking

The vehicle parking requirements for the uses allowed in the TOD Districts are listed below in Table X.6: TOD District Vehicle Parking Requirements. When specific uses are listed below that required for the general category, that is the specific parking requirements for that use.

#### A. Calculation of Maximum Parking Limitations

- 1. Spaces reserved for the following are not counted in calculating parking maximums:
  - a. Required accessible parking spaces in compliance with ADA standards.
  - b. Electronic vehicle charging stations (public or private).
  - c. Car share vehicles (public).
  - d. Spaces for transportation network company vehicles for pick-up or drop-off.

- B. A parking maximum may be exceeded by 50% if a portion of the lot provides public parking, whether compensation is required or not. 20% or more of all spaces are provided for public use. Of such public use spaces, the total number of spaces must be one or more of the following:

- 1. Available for use 24 hours a day and seven days a week
- 2. Shared spaces available from 8am to 6pm, Monday through Friday
- 3. Shared spaces available from 6pm to 8am, seven days a week

Such spaces must be marked as available for public use. Shared spaces must be clearly marked with the hours of availability for public use.

**Table X.6: TOD District Vehicle Parking Requirements**

PRINCIPAL USE	TOD-H1 & TOD-M1		TOD-H2 & TOD-M2	
	Min.	Max.	Min.	Max.
<b>RESIDENTIAL USE</b>				
<b>Residential Use</b> <i>Includes residential component of mixed-use development</i>	None	1/du in parking lot; 1.5/du in parking structure	None	2/du
Dormitory	None	1/dorm room	.5/dorm room in parking lot; 1/dorm room in parking structure	1/dorm room in parking lot; 2/dorm room in parking structure
Residential Care Facility	None	.5/bed	.5/bed	1/bed
<b>COMMERCIAL USE</b>				
<b>Commercial Use</b>	None	TOD-H1: 3/1,000sf GFA TOD-M1: 4/1,000sf GFA	1/1,000sf GFA *	5/1,000sf GFA
Convention Center	None	None	1/1,000sf GFA	None
Hotel/Motel	None	1/room in parking lot; No maximum in parking structure	1/room	2/room in parking lot; No maximum in parking structure
<b>INSTITUTIONAL &amp; GOVERNMENTAL USE</b>				
<b>Institutional and Governmental Use</b>	None	2/1,000sf GFA	1/1,000sf GFA	3/1,000sf GFA
Educational Facility - Pre-School/ Kindergarten	None	2 per classroom	1 per classroom	2 per classroom
Educational Facility - Primary or Secondary	None	2 per classroom	2 per classroom	3 per classroom
<b>PUBLIC HEALTH &amp; SOCIAL SERVICE USE</b>				
Public Health & Social Service Use <i>No Temporary Residential Component</i>	None	2/1,000sf GFA	1/1,000sf GFA	3/1,000sf GFA
Public Health & Social Service Use <i>With Temporary Residential Component</i>	None	6 spaces	2 spaces	6 spaces
Healthcare Institution	None	5/patient room	2/patient room	5/patient room
<b>TRANSPORTATION USE</b>				
Transportation Use	None	None	None	None
<b>OPEN SPACE USE</b>				
Open Space Use	None	None	None	None
<b>INFRASTRUCTURE USE</b>				
Infrastructure Use	None	None	None	None

\* Within 200 feet of a single-family residential district, a minimum of 2/1,000sf GFA is required for a bar, restaurant (excludes carry-out only establishments but includes any drive-thru establishments), and live performance venues.

### X.6.3 Bicycle Parking

- A. The bicycle parking requirements for the uses within the TOD Districts are listed below in Table X.7: TOD District Bicycle Parking Requirements.
- B. For some uses, long-term bicycle spaces are required. The required number of long-term spaces is shown as a percentage of the required total bicycle spaces. If the long-term parking column is blank, no long-term spaces are required. All other spaces are short-term bicycle spaces.
- C. A minimum of two short-term and two long-term bicycle spaces are required.
- D. No more than 30 short-term bicycle spaces are required to be installed. However, the number of long-term spaces required is that percentage of the total number of bicycle spaces required.
- E. Bicycle parking must be designed in accordance with the standards of this Ordinance.

**Table X.7: TOD District Bicycle Parking Requirements**

PRINCIPAL USE	MINIMUM NUMBER OF BICYCLE SPACES	REQUIRED LONG-TERM SPACES
Residential Use	1/5du or 1/4 rooms for congregate living	80% of required spaces
Commercial Use	1/1,500sf GFA	25% of required spaces
Institutional & Governmental Use	1/5,000sf GFA	
Educational Facility - Pre-School/Kindergarten	1/8classrooms	
Educational Facility - Primary or Secondary	1/4 classrooms	
Public Health & Social Service Use	1/5du or 1/4 rooms for congregate living	
Parking Lot or Structured Parking Facility (Principal Use)	1/25 spaces	
Transit Station	8 minimum, unless otherwise required by CDOT	8 minimum, unless otherwise required by CDOT
Open Space Use	2 per acre	25% of required spaces

### X.6.4 Required Loading Spaces

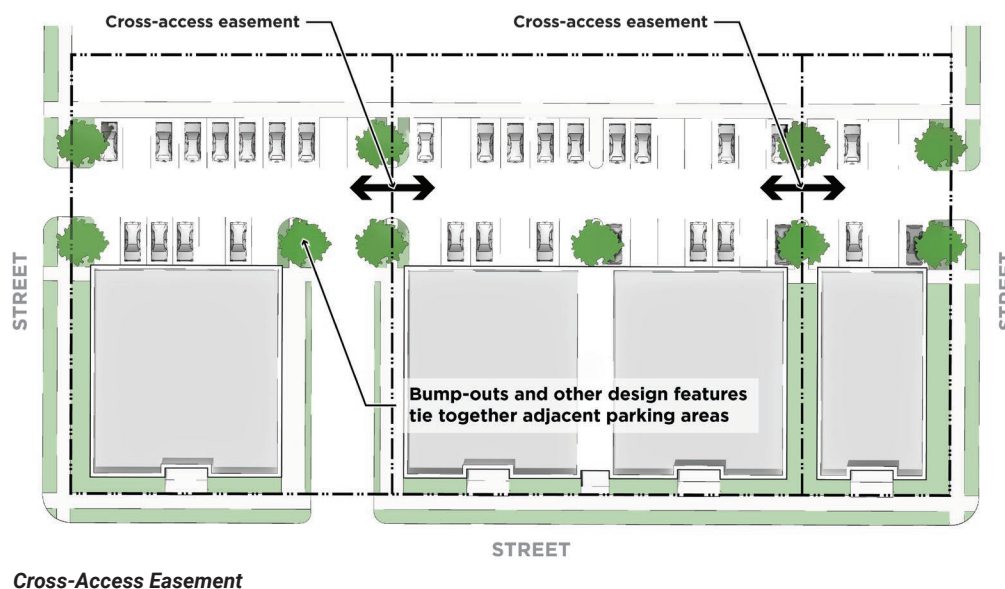
- A. Off-street loading spaces must be provided for non-residential and multi-family uses in accordance with this section. In the case of mixed-use developments, required loading spaces are calculated on the basis of each individual use.
  - 1. Non-residential uses are required to provide loading spaces in accordance with the following, calculated by gross floor area:
    - a. Less than 50,000 square feet: None
    - b. 50,000 – 150,000 square feet: One space
    - c. Each additional 100,000 square feet: One space
  - 2. A multi-family development of 50 dwelling units or more requires one loading space.
  - 3. Loading spaces cannot interfere with the normal movement of vehicles and pedestrians on the public rights-of-way, except as permitted by Section 20-29[14-25] of the City Code.
  - 4. Loading spaces must be a minimum of 10 feet in width, 25 feet in length, and provide a minimum vertical clearance of at least 15 feet.
  - 5. In no case are more than five loading spaces total required.
  - 6. Existing buildings without loading areas, as of the effective date of this district, are exempt from these loading standards.
  - 7. If a parcel has multiple street frontages, loading spaces or entrances shall not be located on Main Streets, 4+ Lane/Boulevards, or primary frontages. If it can be shown that location criteria creates a public safety issue or impacts operations, the Planning Director may waive this requirement or provide an alternative standard.
  - 8. Loading spaces and service areas cannot be located across from single-family or abutting single-family on the same side of the street.

- 9. Loading berths must be screened along public and private streets, public paths, and interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of eight feet in height.

**X.6.5 Parking Location and Access**

- A. No new surface parking may be located in front of a building facade along any street frontage. Existing surface parking located along a Main Street frontage must be removed with a change in use or any addition over 2,500 square feet.
- B. No new surface parking lot may be located along a primary frontage. All new parking must be located a minimum of 25 feet behind the build-to zone.
- C. Surface parking existing in front of a building facade along a street frontage as of the effective date of this ordinance may continue to be used as parking until such time as the principal structure is demolished.
- D. A use is not permitted to have greater than the maximum parking allowed per Table X.6. If streetscape is required, then conflicting parking must be removed.
- E. Access to off-street parking facilities, both surface lots and parking structures, shall be from the secondary frontage when available. Access from street frontages located across from single-family residential districts must be avoided where feasible.

- F. Parking access shall be located at the side or rear of a structure, including driveways accessing internal structured parking within a development.
- G. The creation of new sidewalk curb cuts shall be avoided whenever an alternative point of access is available or can be created.
- H. Cross-access easements and joint-use driveways are encouraged. Cross-access easements must meet the following standards:
  - 1. Joint-use driveways and cross-access easements must incorporate site design features such as coordinated landscape, bulb-outs, or hardscape elements to make it visually apparent that the abutting properties are tied together.
  - 2. Pursuant to this section, property owners who establish cross-access easements must:
    - a. Record an easement allowing cross-access to and from properties served by the joint-use driveways and cross-access easement.
    - b. Close and eliminate any pre-existing driveways after construction of the joint-use driveway.
    - c. Record a joint maintenance agreement defining the maintenance responsibilities of each property owner.



### **X.6.6 Valet Parking Standards**

If provided, a valet parking service (including drop-off areas, servicing areas, and the parking areas) must meet the following requirements:

- A.** A valet parking service may be located at the face of the existing curb on a public or private street. The existing curb line cannot be modified to provide an inset for the valet parking service. When located on a public or private street, such service may only be located on the vehicle way and cannot be located on the amenity zone or pedestrian way. Where valet parking services are located on a public street and/or where the public right-of-way is utilized by the service, a valet parking permit must be obtained from the Charlotte Department of Transportation (CDOT). Valet parking may use an existing on-street parking bay but only if such space is properly signed to indicate the hours during which no parking is permitted and approved by CDOT.
- B.** The vehicle parking area for the service must be incorporated into the parking lot or parking structure design, if such is included as part of the development.
- C.** The valet parking service and associated structures cannot disrupt the flow of pedestrian and vehicular traffic.