

155.607. Off-Street Parking and Loading Requirements

155.607.1 General Off-Street Parking and Loading Requirements

- A. PURPOSE. This Section establishes the minimum standards for the amount, location, and development of off-street motor vehicle and bicycle parking spaces, and off-street loading areas. These standards are provided to assure proper and uniform development of off-street parking and loading areas throughout the town, to relieve traffic congestion in the streets, to encourage the use of bicycles for transportation, and to minimize any detrimental effects of off-street parking and loading areas on adjacent properties and on the environment. ('72 Code, § 2001) (Ord. 477, passed 2-8-88; Ord. No. 1532; passed 1-8-07) [formerly known as §153.115]
- B. SCOPE. The off-street parking and loading provisions of this Title shall apply as follows:
 - 1. For all buildings and structures erected and all uses of land established after the Effective Date of this Title, accessory parking and loading facilities shall be provided as required. However, where a permit has been issued prior to the Effective Date of this Title, construction is begun within one (1) year of such Effective Date and diligently pursued to completion, parking and loading facilities as required by the code provisions in effect at the time of the initial permit issuance may be followed.
 - 2. When the intensity of use of any conforming building, structure or premises shall be increased through the addition of dwelling units, gross floor area, seating capacity, ballfields, or other units of measurement as specified for required parking or loading facilities, then associated parking and loading facilities shall be provided only to accommodate for such increase in intensity of use when the aggregate increase in units of measurement shall be less than fifteen percent (15%) and existing parking and loading facilities are not materially altered.
 - 3. When the intensity of use of any conforming building, structure or premises shall be increased through the addition of dwelling units, gross floor area, seating capacity, ballfields, or other units of measurement as specified for required parking or loading facilities and such increase in aggregate units of measurement is increased by fifteen percent (15%) or more, then the parking and loading facilities as required by this Title shall be provided for the entire building, structure or use.
 - 4. Whenever the existing use of a building or structure shall be changed to a new use which would require additional parking or loading facilities, then associated parking and loading facilities shall be provided as required by this Title for such new use.
- C. GENERAL OFF-STREET PARKING AND LOADING STANDARDS.
 - 1. EXISTING PARKING AND LOADING FACILITIES. Accessory off-street parking or loading facilities which are located on the same lot as the building or use served and which were in existence on the Effective Date of this Title or were provided voluntarily after the Effective Date shall not be reduced below, or if already less than, shall not further be reduced below, the requirements of this Title for a similar new building or change of use.
 - 2. VOLUNTARY PARKING AND LOADING FACILITIES. Except where maximum parking standards are given for certain uses or zoning district designations, nothing in this Title shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any use of land or buildings provided that all regulations governing the location, design, improvement and operation of such facilities are met.
 - 3. DAMAGE OR DESTRUCTION. For any conforming or legally nonconforming building for use which is in existence on the Effective Date of this Title, which subsequently is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, re-established or repaired, off-street parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation, except that when such damage or destruction exceeds more than forty percent (40%) of the value of the building or use, sufficient off-street parking or loading facilities shall be provided as required by this Title. However, in no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this Title for equivalent new uses or construction.
 - 4. LANDSCAPING. All vehicular use areas providing parking space for five (5) or more vehicles shall be landscaped in accordance with the provisions of §155.606. Ground cover, shrubs, and trees shall be located and maintained so they do not interfere with vehicular or pedestrian circulation or obstruct visibility within the property or at entrances and exits. [formerly known as §153.126]
 - 5. ILLUMINATION. Exterior lighting within or adjacent to vehicular use areas shall comply with the provisions of §155.609.

6. **SIGNS.** Incidental signs directing visitors to parking or loading areas, assigning parking spaces, identifying handicap parking spaces, and similar instructions may be placed within off-street vehicular use areas.
7. **DISTANCE OF OFF-STREET PARKING SPACES FROM ASSOCIATED USE.** Off-street parking spaces shall be located so that no space is farther than four hundred feet (400') from the building(s) or use(s) to which they are assigned. This requirement does not apply to parking spaces for auditoriums, stadiums, assembly halls, gymnasiums and other places of assembly, industrial, wholesaling, manufacturing establishments, and hospitals.[formerly known as §153.119]
8. **SURFACE TREATMENT FOR VEHICULAR USE AREAS.** All parking spaces, aisles, driveways, loading spaces, and vehicular maneuvering areas in nonresidential districts shall be paved, unless meeting one of the following exceptions: location within a property designed for occasional excess parking; vehicular use area where the primary use is not intended for parking; vehicular use area designed with alternative materials as part of the site's storm water management system; or nonresidential uses in a residential district. For each of these exceptions, an alternate surface material may be used providing it is approved by the Town Engineer and the Town Planning Office. [formerly known as §153.118]
9. **DESIGN FOR MANEUVERING OF VEHICLES.** Parking and loading facilities must be designed and constructed so that all maneuvering in and out of parking and loading spaces can take place entirely within the property lines of the lot and not encroach into any required landscape areas. The use of public streets, sidewalks, alleys, or other public rights-of-way or public use realm for parking or for maneuvering in and out of off-street parking spaces is prohibited, except where such maneuvering is necessary in conjunction with driveways for single-family dwellings. The use of private streets or driveways for maneuvering shall only be approved when all property owners of lots adjacent to, or having cross access rights to the private street provide written agreement to such parking and maneuvering design.[formerly known as §153.125 (part)]
10. **ACCESS TO PARKING AND LOADING FACILITIES.** Access to parking areas and loading facilities shall be limited to driveway or alley entrances and exits specified in the approved parking plan which have received a driveway permit from the Town and/or NCDOT, as appropriate, when connecting to a public right-of-way. [formerly known as §153.125 (part)]
11. **MARKED SPACES.** Hard surface parking and loading areas shall be striped or permanently marked on the pavement to define each designated space. Where an alternative ground surface treatment is utilized for parking areas, individual spaces or rows of spaces may be identified in an understandable manner, such as by chalk marks, ropes, chains, or wheel stops.
12. **BARRIER SPECIFICATIONS.** Curbs, walls, fences, individual wheel stops, and similar devices shall be located inside and along the perimeters of parking and loading facilities where needed to prevent parked vehicles from extending beyond the designated parking space area, and/or to prevent encroaching into pedestrian pathways, landscaping areas, storm water drainage facilities, internal driving aisles or adjacent rights-of-way, or similar improvements. Barriers shall also be provided along all perimeters of parking structures when necessary to protect paving surface edges or adjacent land from damaging effects of surface drainage. Curb inlets for rain gardens and other storm water facilities are allowed. [formerly known as §153.124]
13. **RESTRICTIONS ON USE OF REQUIRED OFF-STREET PARKING AND LOADING SPACES.** The storage, display, and/or sale of merchandise or materials, any engine or mechanical repair of a vehicle, any vehicular washing, the assembly of any product, the display or sale of merchandise from a vehicle without a zoning permit, or the repair of any equipment, is prohibited in any required off-street parking or loading space. The temporary storage of construction material and equipment while work is occurring on the premises may be located on off-street parking or loading spaces not required for any functioning use on the property.
14. **PARKING WITHIN INDIVIDUAL PARCELS.**
 - a. Parking in the required building setback is not permitted for any multi-family use in the R-12MF, R-15MF, SRN, or C-MF district, or for any multi-family or office use in the O (Traditional or Parallel Traditional) districts.
 - b. Parking for single-family dwellings in single-family districts is allowed within the required front setback as provided in §155.607.2.B. In single-family residential districts, parking in the required

building setback, or within the outer twenty feet (20') of any side or rear yard is not permitted for parks and playgrounds operated on a noncommercial basis for purposes of public recreation. Parking in the required setback, or side or rear yard is not permitted for institutional uses in single-family residential districts.

- c. On corner lots, parking shall not be permitted in the streetside side yard closer to the public right-of-way than ten feet (10'). [formerly § 153.092]
 - d. In the HUC district, no parking or vehicle use area shall be allowed between the front property line (right-of-way) and the front of any building, although driveways providing access to a parking area may be installed across this space perpendicular to the street and front of building. [formerly §153.061(I)(4)] (Ord. No. 945, passed 11-10-97)
 - e. In the Highway NC51 Overlay district, parking shall not be located between NC51 and any building, or closer to NC51 right-of-way than sixty feet (60') when no building exists within sixty feet (60') of NC51 right-of-way, unless meeting the provisions of §155.504.2.
 - f. In the single-family residential districts, R-12MF and R15MF multi-family districts, and the SRN district, parking of commercial vehicles is not allowed, except under the following provisions:
 - i. One mid-range commercial vehicle may be parked overnight (9 PM to 7 AM) on the same lot as an occupied dwelling unit. It shall only be parked on a clearly delineated parking pad or driveway, and shall not be within the required front setback.
 - ii. Vehicles intended and regularly used to transport people to and from institutional uses may be parked overnight (9 PM to 7 AM) on the same lot as the institutional use. They shall only be parked on a clearly delineated parking pad.
 - iii. A rental or moving van or truck may only park in these zoning districts for the purposes of loading or unloading personal belongings for the lot at which it is parked. Such vehicles parked in residential areas shall not exceed three (3) consecutive nights.
 - iv. Emergency response vehicles, road and utility repair and maintenance vehicles, delivery trucks, and similar vehicles used for emergency situations, repair of public infrastructure, or for the delivery of goods and services are exempt from this parking limitation while they are needed on the site.
 - v. Commercial and construction vehicles and equipment at an active development site or active construction staging area are exempt from this parking limitation. [formerly known as §153.128]
15. OPEN AND ENCLOSED PARKING AND LOADING FACILITIES. Parking spaces and loading facilities may be open to the sky, covered with a roof, or enclosed in a building.
16. Parking shall be calculated separately for each different use area in a building or site, including all accessory uses.
17. Disabled Parking Facilities. Any parking area for use by the general public shall provide parking spaces designated and located to accommodate the disabled. Parking spaces reserved for the disabled shall be located, designed, identified, and otherwise provided in accordance with the most restrictive requirements of the Americans with Disabilities Act of 1990 (ADA) Guidelines, 28 C.F.R. Part 36, Appendix A, and the North Carolina Building Code as the same are from time to time amended. [formerly known as §153.122]

155.607.2 Additional Off-Street Parking Requirements

A. PARKING AND CIRCULATION PLAN REQUIRED.

- 1. Plans for all development, other than single-family residential, must be submitted to the Town Planning Office for review for compliance with the provisions of this §155.607 and as a part of any zoning plan, site plan, overlay compliance plan, landscape and lighting plan, and similar as required by that particular location.
- 2. Parking and circulation plans shall provide locations for all modes of transportation and shall identify the number and dimensions of off-street parking spaces and arrangements of parking aisles, location of driveway entrances, provisions for motor vehicle, bicycle and pedestrian circulation, the location and dimension of bicycle parking, locations of sidewalks and curbs on or adjacent to the property, utilities, barriers, locations of shelters, locations of signs, typical cross-sections of pavement, storm drainage

facilities, and other information or plans as the circumstances may warrant.

B. PARKING ON SINGLE-FAMILY RESIDENTIAL LOTS.

1. Single-family dwellings in residential districts without garages or carports, driveways may be considered as providing required off-street parking spaces. When driveways are used to provide required parking, they shall have a minimum of twenty feet (20') of length between the front property line and the nearest building, structure or other on-site obstacle per vehicle, in order to allow a passenger vehicle to park perpendicular to the street without extending over the right-of-way or sidewalk. When the streetside sidewalk is partially or completely located within an easement on the property, then the minimum length for a driveway parking space shall be measured from the edge of the sidewalk closest to the dwelling. The location and dimension of each required off-street parking space in single-family districts shall be shown on site plans submitted for building permit, when required, and shall be verified as meeting this standard prior to receiving a Certificate of Occupancy. ('72 Code, § 2010) (Ord. 477, passed 2-8-88) (Ord. No. 1532, passed 1-8-07) [formerly known as §153.123]

155.607.3 Design of Off-Street Parking Facilities.

A. GENERAL DESIGN STANDARDS.

1. **SURFACE MATERIAL.** Every off-street parking space and off-street loading space, including all access and aisle drive areas and maneuvering space associated with the parking area, shall have an all-weather dust-free surface and shall be so graded and drained as to disperse and dispose of surface water accumulation by means of a positive storm water drainage system. Except as may be provided otherwise, gravel and other stabilization material without a permanent wearing surface is not a permitted surface material for vehicular use areas.
2. **LOCATION RELATIVE TO STREET.** Parking lots shall not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking facilities should be located to the side or behind buildings or in the interior of a block whenever possible.
3. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, delivery and other public service vehicles without posing a danger to pedestrians or diminishing the function of the parking area.
4. Off-street parking areas for commercial, industrial, mixed use, or multi-family residential uses may be designed to accommodate containment facilities for both garbage and recycling containers.
5. Off-street parking areas shall be designed so that the parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks, area designated for pedestrian or bicycle use, or strike against any wall, vegetation, utility, or other structure.
6. **REDUCTION OF THE SCALE OF SURFACE PARKING AREAS.** Large surface parking lots should be visually and functionally segmented into several smaller lots. Parking area designs shall create separate and distinct outdoor rooms for no more than sixty (60) cars per room, with each room delineated from other parking rooms by landscaping. The size of any overall (single or multi-room) surface parking lot shall be limited to three acres, unless divided by a street or building.
7. **PEDESTRIAN CIRCULATION.** Off-street parking areas that contain more than thirty six (36) parking spaces or two (2) or more outdoor parking rooms, shall provide a separated pedestrian circulation network. Such pedestrian network may be oriented parallel or perpendicular to parking rows and shall provide a safe pedestrian connection between the parking rows and the building or use entrance(s) and shall be free of obstruction from parked motor vehicles. [formerly known as §153.116]

- B. Off-Street Parking Space Dimensions.** Required minimum dimensions for parking spaces are given in the tables below. The table for standard passenger vehicles shall be used except for situations specifically authorized to incorporate alternative sized vehicles. See §155.607.6 for these exceptions. The actual pavement dedicated to an individual parking space may vary based on the angle of the row of spaces in relation to the associated driving and maneuvering aisle. In measuring the length of a parking space the area which can be safely utilized at one end of the space by a vehicle beyond a curb or wheelstop may be included in the dimension given below. For parallel spaces, any generally horizontal hard surface of the gutter area may be included in the required minimum width. These dimensions are for parking spaces primarily used by private passenger vehicles. Where commercial vehicles, vehicles with attached trailers, recreational vehicles, and similar larger vehicles are expected to be parked, additional area shall be provided in parking spaces on a case-by-case basis adequate to accommodate their extended

length and width. See also §155.607.6.

Angle of Parking Spaces - Standard Passenger Vehicles

	0° (Parallel)	30°	45°	60°	90°
Length	24'	24'	22'	20'	20'
Width	8'	8.5'	8.5'	9'	9'
Curb Width	24'	18'	13'	10.5'	9'

Angle of Parking Spaces - Compact Vehicles

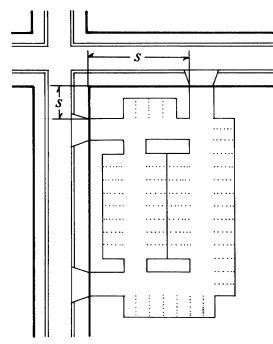
	0° (Parallel)	30°	45°	60°	90°
Length	21'	21'	20'	17'	17'
Width	7.5'	8'	8'	8'	8'
Curb Width	21'	16'	11.5'	9'	8'

C. ACCESS AND ON-SITE CIRCULATION.

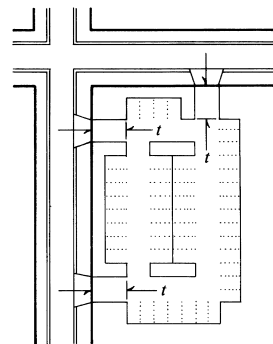
1. **PARKING AISLES.** Each required off-street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. Parking area aisle widths shall conform to the following table, which varies the aisle width requirement according to the angle of parking spaces to the aisle.

	Angle of Parking				
	0°	30°	45°	60°	90°
Aisle Width					
One-Way Traffic	14	14	18	20	24
Two-Way Traffic	19	20	22	24	24

2. **DRIVEWAYS.** Off-street parking areas shall be designed so as to require egress from the zoning lot to the street by forward motion of the vehicle. All off-street parking facilities shall be designed with appropriate means of vehicular access to a street in a manner which will least interfere with traffic movements on the public streets:
 - a. **Width.** All driveways installed, altered, changed, replaced, or extended after the Effective Date of the Title shall be a maximum of twelve feet (12') in width for one-way traffic and twenty four feet (24') in width for two-way traffic. In no case shall a driveway width exceed twenty four feet (24'), except as required by the North Carolina Department of Transportation (NCDOT).
 - b. **INTERSECTION SEPARATIONS.**
 - i. Driveways located along an arterial (Class IV or higher) right-of-way shall not be located less than fifty feet (50') from an intersecting right-of-way.
 - ii. Driveways located along a collector (Class V) right-of-way shall not be located less than fifty feet (50') from an intersecting right-of-way.
 - iii. Driveways located along a local street or alley right-of-way shall not be located less than twenty feet (20') from an intersecting right-of-way.



Driveway Intersection Setback (s)

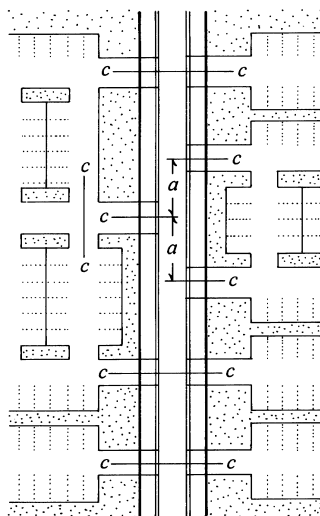


*Parking Facility
Driveway/Street Transition (t)*

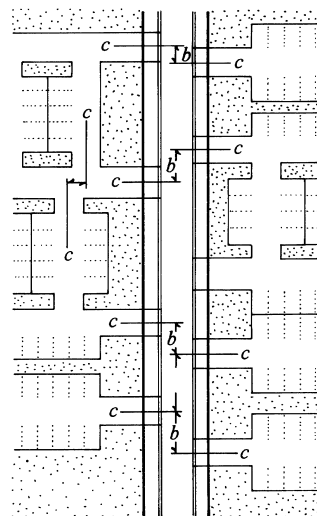
Where $t \geq 30$ feet

c. **STREET TRANSITION.** All parking facility driveways which lead to or from a public right-of-way of a Class V or higher street shall provide a protected transition distance of not less than thirty feet (30') in length from the public right-of-way to the nearest parking space or aisle, intersecting driveway, on-site pedestrian or bicycle facility, or dumpster/garbage and recycling containment area along said entrance driveway to ensure traffic safety and circulation efficiency. Where NCDOT or the Mecklenburg County Land Development Standards Manual imposes a greater distance, the higher standard will control.

3. **CONNECTIVITY.** Parking lots may need to be designed for connections to future off-site development. Shared driveways and access easements between adjoining lots shall be encouraged to reduce the number of parking lot driveways along public streets.
4. **CIRCULATION AND ACCESS.** Parking lot driveway centerlines on opposite sides of an arterial (Class IV or higher) or collector street (Class V) shall be either aligned or off-set by no less than one hundred-fifty feet (150') between the centerlines of each opposing driveway. When the street has a center median which prohibits vehicular left-turning movements, this alignment and off-set standard does not apply. Parking aisles throughout the parking lot shall align as closely as practical in order to create four-way intersections.



Acceptable



Unacceptable

Parking Lot and Parking Aisle Alignment

*Where c = driveway centerline,
 $a \geq 150$ feet and,
 $b \leq 150$ feet*

155.607.4 Queuing Standards.

A. QUEUING SPACES REQUIREMENTS. Queuing spaces shall be provided as an accessory to drive-up service facilities and for institutional uses that utilize drop-off/pick-up areas.

1. QUEUING STUDY. The Planning Director is authorized to require the submittal of a queuing study when deemed necessary to competently measure the vehicle queuing demands of a proposed use.

2. DESIGN AND LAYOUT. Required queuing spaces are subject to the following design standards.

a. DIMENSIONS. Queuing spaces shall measure ten feet (10') in width and eighteen feet (18') in length.

b. LOCATION. Queuing spaces shall be located so as to not interfere with parking or pedestrian and vehicular circulation and safety on the zoning lot, or circulation on adjacent public streets.

3. MINIMUM REQUIRED NUMBER OF QUEUING SPACES. Unless otherwise required by the Planning Director, queuing spaces for various commercial uses shall be provided in accordance with the Table of Queuing Space Requirements:

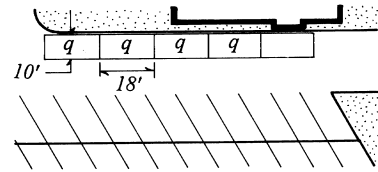


TABLE OF QUEUING SPACE REQUIREMENTS

Use / Activity Type	Minimum Number of Queuing Spaces	Measured From
Bank Teller lane	4	Teller or window
Automated Teller Machine	1	Teller
Restaurant, Drive through	8	Pick-up window to Drive-through lane entrance (including order-taking station); where double order-taking stations merge to single pick-up window, spaces in both lanes are added together
Car Wash	2	Stall entrance
Drive-up service window (pharmacy, etc.)	2	Pick-up window
Drive-up loading services (groceries, etc.)	2	Designated loading area outside of any travel lane, driveway, or parking aisle
Other	To be determined by Planning Director based on traffic/queuing study	

c. DESIGN. Queuing space shall not occupy the same area as parking spaces or aisles. Queuing spaces may be separated from other on-site circulation traffic by a raised median. Queuing spaces also may use different paving surfaces and materials, and may be marked on the pavement surface.

4. SPECIAL QUEUING REQUIREMENTS FOR PASSENGER DROP-OFF/PICK-UP AREAS FOR SCHOOLS, DAY CARE CENTERS, PLACES OF WORSHIP, AND OTHER PLACES OF ASSEMBLY AND SIMILAR USES. All public and private schools, day care centers, institutional uses, places of worship, and other places of assembly shall provide off-street passenger drop-off and pick-up facilities.

a. TRAFFIC CIRCULATION PLAN REQUIRED. Any use or building that includes facilities for passenger drop-off/pick-up shall submit a traffic circulation plan to the Town Planning office with the parking plan and/or site plan. If a queuing study is determined to be necessary, it shall be submitted with the Traffic Circulation Plan. The Traffic Circulation Plan, at minimum, shall (i) describe proposed measures for ensuring safe and efficient traffic circulation on and adjacent the premises and on public streets in the immediate vicinity of the premises; (ii) include information about the number of enrollees or users, the hours of operation, the peak loading/unloading times, the projected number of vehicles that will be using the passenger loading/unloading facilities; (iii) outline plans for directing traffic on the premises and on adjacent streets; and, (iv) other

information as may be deemed necessary by the Planning Director.

- b. MINIMUM REQUIREMENTS.
 - i. SCHOOLS. Drop-off and pick-up areas for public and private schools shall be designed to accommodate, at a minimum, five (5) automobile queuing spaces and five (5) bus queuing spaces for every fifty (50) students, when buses are employed for student transportation. When a queuing study is conducted, the minimum queuing facilities indicated by the study shall be provided. Bus and passenger vehicle drop-off and pick-up areas shall be separated.
 - ii. INSTITUTIONS, PLACES OF WORSHIP/ASSEMBLY. Drop-off and pick-up areas for public and private schools shall be designed to accommodate (i) ten (10) automobile and two (2) bus queuing spaces, or (ii) one (1) automobile and one quarter (0.25) bus space for every fifty (50) seating spaces in the largest assembly room, whichever results in the greater number of drop-off and pick-up spaces. Bus and passenger automobile drop-off and pick-up areas may be separated.
 - iii. DAY CARE CENTERS. Drop-off and pick-up areas for day care centers shall be designed to accommodate six (6) automobile queuing spaces.
 - iv. ALL OTHER USES. Where used, drop-off and pick-up areas for all other uses shall be designed to accommodate three (3) automobile queuing spaces, unless determined otherwise by the Planning Director.
- c. DESIGN. Queuing spaces used for passenger pick-up and drop-off purposes shall be designed (i) to allow vehicles to maneuver in and out of the drop-off spaces without backing onto the drop-off lane, parking circulation aisles, alleys, or public streets; (ii) for one-way traffic flow and does not require passengers to cross circulating traffic in order to enter the use or building; and, (iii) to be separated from the circulating traffic by a raised median or sidewalk, landscaping, special paving surface or other feature or design approved as a part of the site plan by the Board of Commissioners or with the landscaping and lighting or overlay compliance plan(s) if no other site plan approval is required. Queuing spaces used for passenger pick-up and drop-off purposes and their pedestrian access may be covered to protect pedestrians from the elements, i.e. *porte cochere*. Any structure used for protecting the passenger pick-up and drop-off area shall comply with the lot development requirements for the district.

155.607.5 Parking Structures.

In addition to the foregoing, parking structures shall comply with the following requirements.

- A. UNDERGROUND PARKING STRUCTURES. Underground parking structures are permitted within any required setback, side yard, or rear yard on any lot in a nonresidential Traditional or Parallel Traditional district, provided that the underground structure maintains the same setback and yard requirements as surface parking. No portion of the underground structure shall extend above the finished grade at the wall of the structure more than five feet (5') at any point nor more than four feet (4') for seventy five (75%) of its length along any lot line. A balustrade, parapet, or railing may extend above the permitted structure height provided it is not greater than thirty two inches (32") in height, is set back from the property line at least three feet (3'), and has openings equal to at least thirty percent (30%) of its surface along each side. Such structures must conform to any sight triangle requirements in effect at the time the underground structure is built. ('72 Code, § 2014) (Ord. 477, passed 2-8-88) Penalty, see § 153.999 [formerly known as §153.127]
- B. PARKING STRUCTURES. All parking structures, unless otherwise provided, shall conform to design, placement, and use standards of the district in which it is, or is proposed to be, located, and to one of the following development options. §155.607.5.B sets forth development standards to address parking structures as a principal or accessory use within allowed districts. Design options, which range from landscaping requirements to architectural treatments, are proposed to lessen the impact of parking structures upon the street environment.
 - 1. GENERAL DESIGN REQUIREMENTS.
 - a. APPEARANCE AND MATERIALS.
 - i. Exterior walls of parking structures that are visible from public rights-of-way must be architecturally designed to integrate and be compatible with other

- buildings on the site. Blank walls are not allowed.
 - ii.* Vertical and horizontal design elements, such as off-sets, reveals, or projecting ribs at least one foot wide, must be incorporated into the exterior façade of all sides of the parking structure not immediately adjacent to another building in order to create a repeating pattern. Vertical design elements for this visual relief shall be at or no greater than twenty four feet (24').
 - iii.* The exterior façade of the parking structure must maintain a horizontal line on every level or floor. The sloping nature of the interior structure, necessary in the design of parking structures, shall not be repeated on the exterior façade.
 - iv.* Stairwells and elevator shafts shall be constructed internal to the parking structure. The areas beneath stairwells shall be fully enclosed or have restricted access.
 - v.* Interior illumination shall be shielded so as to not be visible from the exterior.
 - b.* ENCLOSURE REQUIREMENTS. Each level of the parking structure, including the ground level, shall maintain a solid and continuous wall of at least forty-two inches (42") in height, as measured from the driving surface of each level.
 - c.* PEDESTRIAN ENTRANCES. Pedestrian entrances to stairways, elevator lobbies, vestibules, or passageways that lead directly to parking aisles within the parking structure shall be clearly distinguished from vehicle entrance and exit points using architectural details, signage, awnings/canopies, and illumination techniques.
 - d.* Parking structures that have frontage along a public or private street shall comply with all of the setback and appearance criteria for the district in which it is located.
 - e.* Parking structures shall be constructed with flat parking decks for ease in re-use of all or portions of the structure in the future.
 - f.* All residential parking within a mixed-use development or building shall have controlled access.
 - g.* Public restrooms are not permitted in parking structures.
2. SPECIFIC DESIGN REQUIREMENTS FOR TYPE A PARKING STRUCTURES. Type A parking structures may be allowed in a nonresidential Traditional or Parallel Traditional district, except not in the HUC district, and are not recommended for pedestrian-focused environments. Type A parking structures may be constructed to the following minimum standards:
- a.* Parking structures shall have a minimum setback of forty feet (40') from the public right-of-way and must comply with any more restrictive setback/build-to line or other yard requirements for the district in which it is located.
 - b.* A minimum nine foot (9') clearance shall be maintained on the first level and any additional level that provides disabled parking spaces and a minimum seven foot (7') clearance throughout the remainder of the parking structure to ensure the safe movement of vans and emergency vehicles.
 - c.* A minimum twenty five foot (25') landscaping area shall be provided between the face of the parking structure and the sidewalk. The planting area shall be landscaped as follows:
 - i.* Large maturing trees shall be planted at a rate of one (1) tree per forty (40) linear feet of street frontage and shall have a minimum caliper of two inches (2") measured six inches (6") above ground at time of planting.
 - ii.* Evergreen shrubs meeting the requirements of §155.606 shall be planted along the face of the parking structure with a maximum spacing of five feet (5') on center.
 - iii.* No overhead utility wires or cables shall be allowed between the parking structure and the public street right-of-way, and lighting placement shall be coordinated with the landscaping plan to assure full intended illumination and to not restrict full natural growth and spread of tree canopy.

3. SPECIFIC DESIGN REQUIREMENTS FOR TYPE B PARKING STRUCTURES (UPPER FLOOR SETBACK). Type B parking structures may be found on side streets within two (2) blocks of a main commercial or mixed-use pedestrian-focused urban center, but shall not be located within the HUC district. Type B parking structures may form a transitional space between intense nonresidential uses and residential settings, where they can provide shared parking areas for surrounding uses. They may be constructed to the following standards, provided that the parking structure is architecturally treated in a manner that avoids a monolithic appearance. This should be accomplished by treating the facade of the parking structure as a streetwall and articulating it through a variety of building materials and finishing that gives the parking structure a pedestrian scale.
 - a. Parking structures shall comply with all setback or build-to lines and other yard requirements for the district in which it is located.
 - b. A minimum nine foot (9') clearance shall be maintained on the first level and any additional level that provides disabled parking spaces and a minimum seven foot (7') clearance throughout the remainder of the parking structure to ensure the safe movement of vehicles and emergency vehicles.
 - c. The streetwall of the parking structure shall be treated in such a manner as to partially screen street level parking as well as to provide visual interest to the pedestrian. This can be accomplished through the use of articulated precast concrete panels, or ornamental grillwork, or other means such as utilizing a variety of building materials such as brick or stone.
 - d. If more than two floors of parking are provided above street level, the third floor above street level and higher floors shall be recessed at least twenty feet (20') from the setback of the first and second floors.
 - e. A minimum twelve foot (12') wide landscaping area shall be provided between the sidewalk and the face of the parking structure. The landscaping area shall be landscaped with large maturing trees at a rate of one tree per forty (40) linear feet of street. No overhead utility wires or cables shall be allowed between the parking structure and the public street right-of-way, and lighting placement shall be coordinated with the landscaping to assure full intended illumination and to not restrict full natural growth and spread of tree canopy.
4. SPECIFIC DESIGN REQUIREMENTS FOR TYPE C PARKING STRUCTURES (NON-PARKING USE ON GROUND LEVEL). Type C parking structures may be found on main streets in and near the core of urban-scale commercial and mixed-use developments. Type C parking structures are intended to retain the vibrancy of the street frontage by including pedestrian-oriented shops at the ground level while creating convenient but visually limited shared parking areas for surrounding uses. Type C parking structures may be constructed to the following standards, provided that at least sixty percent (60%) of the street frontage of the first floor is used for retail sales, restaurant, service, or office use:
 - a. Parking structures shall meet the setback or build-to line established for the district in which it is located. The portion of the structure at ground level used for parking and vehicular activity shall not incorporate more than forty percent (40%) of the building's streetfront wall.
 - b. A minimum eleven foot (11') clearance shall be maintained on the ground level and any additional level that provides disabled parking spaces and a minimum seven foot (7') clearance throughout the remainder of the parking structure to ensure the safe movement of vehicles and emergency vehicles.
 - c. A minimum nine foot (9') clearance shall be maintained on any level that provides disabled parking spaces.
 - d. The streetwall of the parking structure shall be treated in such a manner as to partially screen parking as well as to provide visual interest to the pedestrian. This can be accomplished through the use of articulated precast concrete panels, or ornamental grillwork, or other means such as utilizing a variety of building materials such as brick or

stone.

5. SPECIFIC DESIGN REQUIREMENTS FOR TYPE D PARKING STRUCTURES (LINER BUILDING). Type D parking structures are intended to create convenient parking areas for high parking demand uses in pedestrian-focused nonresidential and mixed-use urban environments, while providing visual blockage to another structure or use without necessary pedestrian atmosphere from the street. Type D parking structures may be constructed to the following standards, provided that at least eighty percent (80%) of the street frontage of the ground floor is used for retail sales, restaurant, service, or office use.
 - a. The portion of the structure providing vehicle parking spaces shall not front the street on the ground floor, however the area necessary for vehicular entry, exit, and maneuvering into aisles or to different parking levels may be located at the streetfront edge of the structure, comprising up to twenty percent (20%) of the street level façade. The space between the parking use area and the property line (street frontage) shall be occupied by any combination of retail sales, restaurant, service, office, and residential uses as may be permitted in the district in which the parking structure is located.
 - b. A minimum eleven foot (11') clearance shall be maintained on the ground level. A minimum nine foot (9') clearance shall be maintained on any additional level that provides disabled parking spaces and a minimum seven foot (7') clearance throughout the remainder of the parking structure to ensure the safe movement of vehicles and emergency vehicles.

155.607.6 Parking Standards for Other Vehicles.

A. BICYCLE PARKING STANDARDS.

1. SECURED. Bike lockers and racks shall be securely anchored to the ground and on a hard surface.
2. DIMENSIONS. Bicycle parking spaces shall be at least six feet (6') long and two feet (2') wide. In covered situations, the overhead clearance shall be at least seven feet (7') six inches (6"). An aisle for maneuvering bicycles shall be provided and maintained beside or between each row of bicycle parking. The aisle shall be at least five feet (5') wide. Each required bicycle parking space must be accessible without moving another bicycle. Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only. Bicycle parking spaces and access to them shall not interfere with pedestrian circulation.
3. Where provided, bicycle lockers should be situated so there are no obstructions within five feet (5') of the entry door(s) of the locker.
4. SIGNS. If required bicycle parking is not clearly visible from the entrance to the building, parking structure, transit station, or lot, a sign shall be posted at the primary entrances indicating the location of the bicycle parking.
5. COVERED SPACES. If twenty (20) or more bicycle spaces are required, then at least fifty percent (50%) of the required bicycle spaces shall be covered. Coverage may be provided under roof overhangs, canopies or awnings, in bicycle lockers, or within or under other structures.
6. LOCATION. Bicycle parking should be located along a major building approach line and clearly visible from the approach. The bicycle parking area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within fifty feet (50'). The bicycle parking area should be as close as or closer than the nearest non-disabled parking space. The bicycle parking area should be clearly visible from the entrance it serves. A bicycle parking area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant bicycle parking area. It is preferred to place smaller bicycle parking areas in locations that are more convenient.
7. ILLUMINATION. Bicycle parking areas shall be illuminated and comply with the outdoor illumination requirements in §155.609.

- B. COMPACT CAR PARKING. Compact vehicles can utilize less pavement area for parking and maneuvering. Up to twenty percent (20%) of required standard passenger vehicle parking may be designed for or converted to compact vehicle spaces for multi-family, mixed, and nonresidential uses. These compact vehicle spaces shall be permanently identified by signs or pavement markings for compact car use only, and are allowed only for off-street spaces. The

Town reserves the right to create on-street compact car parking spaces on Town-maintained streets where they are determined to be beneficial to the surrounding neighborhood. Dimensions for compact car spaces and aisle widths are given in §155.607.3.B. and C. When standard passenger vehicle and compact vehicle spaces use the same aisle for maneuvering in and out of the individual spaces, then the aisle width requirements for standard vehicles shall be followed.

- C. **MOTORCYCLE PARKING.** Motorcycle parking may be provided in lieu of one (1) automobile parking space or two percent (2%) of all required automobile parking spaces, whichever is greater, for building sites containing a minimum of thirty six (36) parking spaces. Each motorcycle parking space shall be a minimum of three feet (3') wide by nine feet (9') deep and be clearly identified by signs and pavement markings as reserved for motorcycles.
- D. **RECREATIONAL VEHICLE PARKING.**
 - 1. Recreational vehicle parking may be provided at nonresidential and mixed use properties. Each recreational vehicle parking space shall be a minimum of fourteen feet (14') wide by forty feet (40') deep and be clearly identified by signs and pavement markings as reserved for recreational vehicles. These spaces shall have sufficient adjacent pavement to allow unobstructed maneuvering space.
 - 2. In Traditional or Parallel Traditional single-family residential districts, R-MH, R-VS, CrC, SRN, R-12MF and R-15MF Traditional and Parallel Traditional districts, recreational vehicles and overnight camping trailer parking is allowed when the vehicle is stored unoccupied on a lot behind a line established by the front of the dwelling structure. When spaces are created in a communal parking area, each recreational vehicle parking space shall be a minimum of fourteen feet (14') wide by forty feet (40') deep and be clearly identified by signs and pavement markings as reserved for recreational vehicles. These spaces shall have sufficient adjacent pavement to allow unobstructed maneuvering space.
- E. **VALET PARKING.** Valet parking is governed by Town regulations separate from this Title. Parking of vehicles in a valet parking situation shall only be allowed in nonrestricted public parking spaces or in private off-street spaces on nonresidential properties that have more than their required minimum parking spaces, or are not in operation during the hours the lot is used for valet parking use.

155.607.7 Required Parking.

- A. **COMPUTATION OF REQUIRED PARKING SPACES.**
 - 1. **FRACTIONS.** When calculations of the number of required parking spaces results in a fraction, the number of minimum spaces shall be rounded up to the next whole number.
 - 2. **PARKING BASED ON SEATING.** When the standards use seating as a unit of measurement, all calculations shall be based on design capacity of the areas used for seating. When no or minimal seating is intended to be placed in the room or area to be used in calculating seating for parking requirements, and no capacity determination is available, then ten (10) square feet of floor area per person shall be used, and minimum parking shall be based on one (1) parking space per three (3) persons in such space
 - 3. **PARKING BASED ON FLOOR AREA.** When standards use the amount of square footage in buildings as a unit of measurement, all calculations shall be based on gross floor area (GFA).
 - 4. **PARKING BASED ON STUDENTS, STAFF, AND/OR OCCUPANTS.** When standards use the number of persons, as a unit of measurement, all calculations shall be based on the maximum enrollment (for students), largest number of persons working on any single shift (staff), or capacity as determined by the Mecklenburg County Fire Marshall's office, whichever is applicable and results in the greatest number of required spaces.
 - 5. **HUC EXCEPTIONS.** Certain properties within the HUC downtown core district may use alternative and reduced parking requirements, as given in §155.607.7.C.6 below.
- B. **TABLE OF REQUIRED PARKING.** Minimum parking must be provided and maintained as specified in the following schedule as off-street, on-site parking unless allowed to be provided in an alternate layout in §155.607.7.C below. These requirements will apply to all new buildings and uses and to additions to existing buildings and uses in all districts.

Where only one set of requirements are given for a specific land use type, those requirements shall apply to that use in any zoning district, unless exceptions at §155.607.7.C are utilized. When two (2) rows are provided for the same land use types, then the requirements in unshaded rows apply to the Traditional and Parallel Traditional district except HUC, and the R-VS, CrC, B-1SCD, and AU zoning districts. Requirements in the shaded rows, where

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included, apply to the HUC, SRN, C-MF, MUD, TS, and ENT zoning districts.

Table of Required Parking Spaces.

1. RESIDENTIAL USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES	
General Standard for Residential Units	tbd	Two (2) spaces per dwelling unit unless otherwise listed below	
Dwelling, single-family	n/a	Two (2) spaces per dwelling unit	
Dwelling, manufactured home	n/a	Two (2) spaces per dwelling unit	
Dwelling, accessory unit	n/a	One (1) additional space	
Dwelling, duplex or two-family	n/a	Two (2) spaces per dwelling unit	
Dwelling, multi-family	2, or one space per 20 dwelling units	Size of Unit	Spaces Required
		549 square feet or less	1.25
		550-699 square feet	1.50
		700-899 square feet	1.75
		900-1,249 square feet	2.00
		1.250 square feet or more	2.25
Dwelling, multi-family ¹	One space per 6 dwelling units	Size of Unit	Spaces Required
		549 square feet or less	0.75
		550-699 square feet	1.00
		700-899 square feet	1.25
		900-1,249 square feet	1.50
		1.250 square feet or more	2.00
¹ For MUD standards, see also § 155.503.5.F.4.			
Age- and Mobility-Limited Senior Housing	n/a	1.1 parking spaces per each dwelling unit plus one space for each two (2) employees on shift of greatest employment.	
Bed and breakfast guest homes	n/a	Two (2) spaces per dwelling unit, plus 1 per guest room	
Live/work units	1 per nonresidential use	Two (2) spaces per dwelling unit, plus one (1) space for each two(2) non-resident employees, plus one space for each 500 square feet of the portion of the building used for non-residential purposes.	
Room renting and boardinghouses	5% of auto parking	One (1) space per each room or boarder, in addition to the normal requirements for the dwelling unit	
Group Home, Family Care Home, Adult Care Home, Sheltered Household	1 per five persons	One (1) per employee, plus one (1) per 3 child/adult residents	
Dormitories, fraternities, sororities	1 space per 4 residents	One (1) space for each three (3) residents	

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2. INSTITUTIONAL AND MUNICIPAL USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES
General Standard for Institutional and Municipal Uses	tbd	One (1) space per 300 sq ft GFA unless otherwise listed below
General Standard for Institutional and Municipal Uses	tbd	One (1) space per 400 sq ft GFA unless otherwise listed below
Churches and Places of Worship, and related uses	1 space per 20 seats or 2% of auto parking	One space per four (4) fixed seats in largest assembly room or area; or for each twenty-two (22) inches of fixed bench/pew seating in largest assembly room or area; or for each forty (40) square feet of floor area available for the accommodation of movable seats in the largest assembly room; or one (1) space per each one hundred fifty (150) square feet of gross floor area, whichever is needed by the facility.
Continuing care retirement communities		1.1 parking spaces per each independent living unit plus one space for each two (2) employees on shift of greatest employment.
Cultural community center	4 or 10% of auto parking	One (1) space per 400 square feet of building's GFA
Day care homes (small group), day care centers, and pre-schools	2	One (1) space per each two adult attendants and one space per each ten children (or remainder over the multiple of ten)
Elementary schools and middle schools	3 spaces per classroom	*Three (3) spaces per each room used for administrative offices or class instruction, or a space for each six (6) seats in auditoriums and other places of assembly or facilities available to the public, whichever is greater
Elementary schools and middle schools	6 spaces per classroom	*Two (2) spaces per each room used for administrative offices or class instruction
Senior high schools, trade and vocational schools, and colleges and universities	5 spaces per classroom	*Five (5) spaces per each room used for administrative offices or class instruction, or one space for each five seats in auditoriums and other places of assembly or facilities available to the public, whichever is greater
Senior high schools, trade and vocational schools, and colleges and universities	7 spaces per classroom	*Four (4) spaces per each room used for administrative offices or class instruction, or one space for each six seats in auditoriums and other places of assembly or facilities available to the public, whichever is greater
Fire station, Police station	2 or 2% of auto parking	One (1) space per each person on duty on a normal shift
Hospitals	5% of auto parking	One (1) space per bed intended for patients (except bassinets or beds in student nurses' quarters), plus one (1) space per each medical staff member, plus one (1) space per each two other employees on shift of greatest employment

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Post offices	10% of auto parking	One (1) space per each 400 square feet of gross floor area, plus one (1) space per each two employees on the shift having the greatest employment
Post offices	10% of auto parking	One (1) space per each 600 square feet of gross floor area
Public libraries	20% of auto parking	One (1) space per each 150 square feet of gross floor area for public use, plus one (1) space per each two employees on shift having the greatest employment
Public libraries	20% of auto parking	One (1) space per each 400 square feet of gross floor area for public use
Skilled care homes, Assisted living facility	5% of auto parking	One (1) space for four (4) patient beds, plus one space per each two employees on the shift of greatest employment

* Bicycle parking standards may be modified for these educational institutions when connecting streets within five thousand feet (5,000') of any driveway access point into the facility do not include a paved or hard surface path (i.e., sidewalk, multi use path, greenway, bike lane) which is not shared with motorized vehicle traffic, or is not part of a posted neighborhood Signed Route for bicycles to share local streets with motor vehicle traffic. When none of these bike-friendly facilities are continuous in one or more directions from the educational facility for 5,000', then the on-site bike parking requirement shall be one (1) bicycle parking space per classroom. At such time as one or more approaches to the educational facility includes 5,000' of continuous bicycle improvements as outlined above, then the institution shall have one (1) year to increase the on-site bicycle parking spaces to the amount as listed in this table, for those classrooms permitted and built after April 11, 2016.

3. OFFICE AND SERVICE USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES
General Standard for Office Uses and Personal/Professional/Financial/Recreational Service Uses	tbd	One (1) space per 300 sq ft GFA unless otherwise listed below
General Standard for Office Uses and Personal/Professional/Financial/Recreational Service Uses	tbd	One (1) space per 400 sq ft GFA unless otherwise listed below
General Office	4, or 10% of auto parking whichever is greater	One (1) space per each 300 square feet of gross floor area
General Office	10% of auto parking	One (1) space per each 400 square feet of gross floor area
Medical and dental offices and clinics	5% of auto parking	One (1) space per each 200 square feet of gross floor area
Medical and dental offices and clinics	5% of auto parking	One (1) space per each 300 square feet of gross floor area
Buildings for social, fraternal, social service, civic, and similar organizations	10 % of auto parking	One space for each four fixed seats in the largest assembly room or area, or for each forty (40) square feet of floor area available for accommodation of movable seats in the largest assembly room, or one space per 150 square feet of gross floor area, whichever is needed by the facility
Buildings for social, fraternal, social service, civic, and similar organizations	10% of auto parking	One space for each six fixed seats in the largest assembly room or area, or one space per 300 square feet of gross floor area, whichever is needed by the facility

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Banks, credit unions, and similar uses	4 or 5% of auto parking	One (1) space per 200 square feet of gross floor area
Banks, credit unions, and similar uses	5% of auto parking	One (1) space per 400 square feet of gross floor area
Laboratories and other facilities for research	10 or 5% of auto parking	1.1 spaces for each employee on the shift of greatest employment
Call centers	4, or 10% of auto parking	2.5 spaces for each three employees on the shift of greatest employment

4. GENERAL COMMERCIAL USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES
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General Standard for Nonresidential Uses	tbd	One (1) space per 250 sq ft GFA unless otherwise listed below
General Standard for Nonresidential Uses	tbd	One (1) space per 400 sq ft GFA unless otherwise listed below
Commercial or Catering kitchens w/o in-building service	10% of auto parking	One (1) space per 400 sq ft GFA, plus one (1) space per each two (2) non-kitchen employees (i.e., catering servers, food truck vendors, ect.)
Commercial or Catering kitchens w/o in-building service	15% of auto parking	One (1) space per 600 sq ft GFA, plus one (1) space per each three (3) non-kitchen employees (i.e., catering servers, food truck vendors, ect.)
Restaurants, diners, and night clubs	10% of auto parking	One (1) space per each three (3) seating accommodations, plus one (1) space per each two (2) employees on shift having the greatest employment
Restaurants, diners, and night clubs	15% of auto parking	One (1) space per each five (5) seating accommodations, plus one (1) space per each three (3) employees on shift having the greatest employment
Retail stores (see exceptions as follow)	4, or 10% of auto parking	One (1) space per 200 square feet of floor area used or designed for sales on ground floor, plus one (1) space per 300 square feet of floor area used or designed for sales on all other floors, plus one (1) space per each two (2) employees
Retail stores (see exceptions as follow)	15% of auto parking	One (1) space per 400 square feet of floor area used or designed for sales on ground floor, plus one (1) space per 400 square feet of floor area used or designed for sales on all other floors, plus one (1) space per each three (3) employees
Single retail store between 120,000 and 140,000 sq ft GFA	10% of auto parking	One (1) space per 230 square feet of floor area used or designed for sales.
Single retail store with floor area greater than 140,000 square feet	10% of auto parking	One space per 300 square feet of floor area used or designed for sales.
Ballroom, banquet or meeting hall, or similar, when	2, or 5% of auto parking	One (1) space per 250 square feet

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part of another use or a stand-alone principal use, routinely available for catered events or meetings		of gross floor area
Ballroom, banquet or meeting hall, or similar, when part of another use or a stand-alone principal use, routinely available for catered events or meetings	10% of auto parking	One (1) space per 400 square feet of gross floor area
Gas stations with convenience store	2, or 1% of auto parking	One (1) space per each 200 sq ft sales floor space, plus one space per each employee during the period of greatest employment
Funeral homes	n/a	One space per each sixty (60) square feet of floor area available for seating accommodations
Motels and hotels, bed and breakfast inns, and similar lodging uses	10 or 5% of auto parking	One (1) space per guest room, plus one (1) space per each two (2) employees on shift of greatest employment
Motels and hotels, bed and breakfast inns, and similar lodging uses	10% of auto parking	1.5 spaces per two guest rooms, plus one (1) space per each three (3) employees on shift of greatest employment
Museums and art galleries	10 or 5% of auto parking	One (1) space per each four (4) seats in rooms for public assembly or for each 150 square feet of gross floor area for use by the public, whichever is greater, plus one (1) space for each two (2) employees on shift of greatest employment
Museums and art galleries	10% of auto parking	One (1) space per each six (6) seats in rooms for public assembly or for each 300 square feet of gross floor area for use by the public, whichever is greater
Roadside stands, new and used car sales, house and truck trailer sales, outdoor equipment and machinery sales, and commercial nurseries	2, or 5% of auto parking	Four (4) spaces per each sales-person, plus one (1) space per each two (2) other employees, during period of greatest employment
Railroad passenger stations, and bus terminals	10 or 10% of auto parking whichever is greater	One (1) space per each four (4) seating accommodations for waiting passengers, plus one (1) space per each two (2) employees on shift of greatest employment
Drive-in facilities	4 or 5% of auto parking	One (1) space per each motor vehicle served, plus one (1) space per each two (2) employees during period of greatest employment
Internet sweepstakes facilities and similar personal entertainment uses with one patron/one station location arrangement	4 or 5% of auto parking	One (1) space per each patron station/computer/gaming equipment station
Animal Day Care Kennels and Commercial Kennels	2 spaces or 10% of auto parking	One (1) space per 500 sq ft GFA
5. RECREATION & ENTERTAINMENT USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES
General Standard for Recreation and Entertainment Uses	tbd	One (1) space per three (3) seats, or one (1) per 150 sq ft GFA indoor, or one (1) per 5,000 sq ft outdoor active use space, unless otherwise listed below

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General Standard for Recreation and Entertainment Uses	tbd	One (1) space per five (5) seats, or one (1) per 300 sq ft GFA indoor, or one (1) per 6,000 sq ft outdoor active use space, unless otherwise listed below
Auditoriums, stadiums, assembly halls, theaters, and similar uses where patrons are primarily spectators to activity taking place within the facility	1 space per 20 seats or 5% of auto parking	One (1) space per four (4) fixed seats in largest assembly room or area; for each forty (40) square feet of floor area available for the accommodation of movable seats in the largest assembly room; 0.25 spaces for each twenty-two inches (22") of bench-type (bleacher) seating; and/or for each 150 sq ft outdoor area designed as outdoor spectator area, whichever is/are needed by the facility
Auditoriums, stadiums, assembly halls, theaters, and similar uses where patrons are primarily spectators to activity taking place within the facility	1 space per 10 seats or 15% of auto parking	One (1) space per six (6) fixed seats in largest assembly room or area; for each sixty (60) square feet of floor area available for the accommodation of movable seats in the largest assembly room; 0.20 spaces for each twenty-two inches (22") of bench-type (bleacher) seating; and/or for each 300 sq ft outdoor area designed as outdoor spectator area, whichever is/are needed by the facility
Arcade, game room	10% of auto parking	One (1) space per each two hundred fifty (250) square feet of gross floor area devoted to use
Arcade, game room	10% of auto parking	One (1) space per each four hundred (400) square feet of gross floor area devoted to use
Athletic fields, ball fields, and similar outdoor physical recreation facilities intended for use by teams of participants	25% of auto parking	Twenty (20) spaces for each defined sports field, diamond or court, plus one (1) space for each four (4) spectator seats when they are provided
Athletic fields, ball fields, and similar outdoor physical recreation facilities intended for use by teams of participants	25% of auto parking	15 spaces for each defined sports field, diamond or court, plus one (1) space for each six (6) spectator seats when they are provided
Community recreation centers, fitness/health centers, YMCAs, and similar uses where multiple physically involved activities can take place concurrently, primarily indoor but may include outdoor activity sites within the overall facility	25% of auto parking	One (1) space per 150 square feet of gross floor area
Community recreation centers, fitness/health centers, YMCAs, and similar uses where multiple physically involved activities can take place concurrently, primarily indoor but may include outdoor activity sites within the overall facility	25% of auto parking	One (1) space per 3000 square feet of gross floor area
Indoor, outdoor commercial recreation not otherwise listed	20% of auto parking	One (1) space for each 150 square feet of gross floor, building, or ground area devoted to that use, or one (1) space per each four (4) seats of facilities available for patron use, whichever is needed by the facility
Indoor, outdoor commercial recreation not otherwise listed	20% of auto parking	One (1) space for each 300 square feet of gross floor, building, or ground area devoted to that use, or one (1) space per each six (6) seats of facilities available for patron use, whichever is needed by the facility

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Skateboard facility, ice or roller rink	25% of auto parking	One (1) space per 200 square feet of building or land area devoted to the use, plus one (1) space per each two (2) employees on the largest shift
Skateboard facility, ice or roller rink	25% of auto parking	One (1) space per 300 square feet of building or land area devoted to the use, plus one (1) space per each three (3) employees on the largest shift
Swimming pool: single neighborhood, below Junior Olympic size, no outside memberships	25% of auto parking	One (1) space per 75 square feet water surface area
Swimming pool: single neighborhood, below Junior Olympic size, no outside memberships	25% of auto parking	One (1) space per 125 square feet water surface area
Swimming pool as stand-alone facility, indoor or outdoor; or, outdoor as part of a recreational facility, public or private	25% of auto parking	One (1) space per 100 square feet of water surface area
Swimming pool as stand-alone facility, indoor or outdoor; or, outdoor as part of a recreational facility, public or private	25% of auto parking	One (1) space per 150 square feet of water surface area
Tennis and racket clubs, and racket sports courts not part of a community recreation center, fitness center, or YMCA	25% of auto parking	Four (4) spaces for each court
Tennis and racket clubs, and racket sports courts not part of a community recreation center, fitness center, or YMCA	25% of auto parking	Two (2) spaces for each court
Riding stables	n/a	1.5 spaces per each stall
Bowling alleys	10% of auto parking	Four (4) spaces per lane, plus one (1) per each two employees
Bowling alleys	10% of auto parking	Two (2) spaces per lane, plus one (1) per each three employees
Drive-in outdoor entertainment/recreation use, where within their vehicles	4 or 10% of auto parking	One (1) space per designated patrons remain patron vehicle use, plus one (1) space per each two (2) employees on largest shift
Park, predominantly passive use		One (1) space per 10,000 square feet of land area, if on-site parking is provided (example: greenways need not incorporate off-street parking)

6. INDUSTRIAL AND MANUFACTURING USES	REQUIRED BICYCLE PARKING SPACES	REQUIRED MOTOR VEHICLE PARKING SPACES
General Standard for Industrial, Warehousing, and Manufacturing Uses		One (1) space per 1.5 employees on largest shift unless otherwise listed below
Industrial, manufacturing, and wholesaling establishments	4 or 10% of auto parking	One (1) space per each 1.5 employees on the shift of greatest employment
Pilot plants and Prototype products production	5% of auto parking	For each employee on the shift of greatest employment, 1.1 spaces

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('72 Code, § 2002) (Ord. 477, passed 2-8-88; Am. Ord. 644, passed 11-5-90; Am. Ord. 667, passed 6-3-91; Am. Ord. 781, passed 7-12-93; Ord. 1237, passed 1-14-02; Ord. 1243, passed 8-12-02); (Ord. 1338-A, passed 3-8-04), (Ord. 1419, passed 2-24-05) (Ord No. 1532, passed 1-8-07) (Ord. No. 1550, passed 3-12-07) (Am. Ord. 2141, passed 4-11-16) Penalty, see § 153.999

[formerly known as §153.117]

C. ASSIGNMENTS, ADDITIONS, AND REDUCTIONS OF REQUIRED PARKING.

1. **OFF-STREET PARKING SPACES ASSIGNED TO ONE USE.** Required parking spaces for any number of separate buildings or uses may be combined in one lot, but the required spaces assigned to one (1) use may not be assigned to another use at the same time. The required parking spaces for places of assembly may be assigned to parking spaces that are otherwise assigned to other uses if the parking spaces are normally used at different times. For institutional uses wishing to share parking spaces with adjacent or nearby properties or to utilize public (on- or off-street) parking as a part of their required number of spaces, the following formulas may be used:
 - a. For on-street space, count sixty percent (60%) of all marked spaces within eight hundred feet (800') of the use.
 - b. For off-street public parking, count seventy five percent (75%) of all spaces in lots within eight hundred feet (800') of the use.
 - c. For off-street private parking, count one hundred (100%) of all spaces in lots within eight hundred feet (800') of the use, and obtain written permission from the private parking lot owners for use by the institutional use when the private owners are not open for business. A copy of this agreement must be filed with the Zoning Administrator. ('72 Code, § 2007) (Ord. 477, passed 2-8-88; Am. Ord. 644, passed 11-5-90) Penalty, see § 153.999 [formerly known as §153.120]
2. **REDUCTION AND ADDITION OF OFF-STREET PARKING SPACES.**
 - a. Off-street parking spaces may not be reduced below the minimum required for the use or facility to which they are assigned. Off-street parking spaces for buildings and uses which existed on the Effective Date of this Title and which were inadequate to meet the minimum parking spaces required by this chapter shall not be reduced below the minimum required as long as those buildings and uses continue to be in existence.
 - b. Additions may be made to existing buildings and uses that do not meet the minimum requirements for off-street parking spaces if the addition does not represent an increase in additional parking required of more than three (3) off-street parking spaces. ('72 Code, § 2008) (Ord. 477, passed 2-8-88) (Ord. No. 1532; passed 1-8-07) Penalty, see § 153.999 [formerly known as §153.121]
3. **REDUCTION FOR CARPOOL SPACES.** Where these regulations require at least one hundred (100) off-street parking spaces to serve institutional, office or industrial uses on a parcel, a reduction in required parking is permitted provided a minimum of fifteen percent (15%) of required parking spaces are dedicated for and restricted to use by carpools. The remaining number of parking spaces can be reduced by two (2) for each carpool space provided. The owner may restrict use of any or all carpool spaces to employees.
4. **OTHER USES.** For uses not listed in the Table of Parking Requirements at §155.607.7.B, parking spaces shall be provided as required for a similar listed use, or shall follow the use grouping general standard, as determined by the Zoning Administrator.
5. **SHARED PARKING.** Where two (2) or more nonresidential, non-institutional uses are located on the same previously developed parcel or within a previously built multi-use development, and they can provide adequate guarantees that their cumulative parking needs will be less than the total number of parking spaces required for the sum of each individual current and proposed use within the parcel or multi-use development, such as when their respective peak hours of operation do not overlap, then an Alternate Parking Plan may be requested to be approved by the Zoning Administrator. An Alternative Parking Plan shall include, at a minimum, the following:
 - a. An accurate scaled site plan drawing showing all buildings, parking spaces, driveway aisles, vehicle and pedestrian access points, and public entrance doorways of each establishment.
 - b. A parking calculation of the required parking for each existing or proposed use within the site,

using the parking space standards as listed in the Table of Required Parking at §155.607.7.B above. When one or more uses are not identified in this Table, then an explanation of the suggested minimum spaces needed shall be provided, with documentation on how those numbers were determined to be appropriate for such use.

- c. Any parking spaces proposed to be allocated to a use across a property line, such as between an outparcel and a shopping center, shall be within four hundred feet (400') of the main pedestrian access doorway of the receiving use. These parking spaces shall be indicated on the scaled drawing. No parking areas included in or impacted by any shared parking provisions for an institutional use shall be included for any shared parking under an Alternative Parking Plan.
- d. Where calculations for required parking are based on the Table of Required Parking Spaces at §155.607.7.B, a maximum reduction in required parking spaces per business shall be fifteen percent (15%). No more than two (2) uses within the development parcel or multi-use development shall be granted this fifteen percent (15%) reduction.
- e. A statement summarizing the reasons for the request for an Alternative Parking Plan. One (1) or more of the following shall be included, and all that apply shall be indicated:
 - i. The site is an existing built-out facility (as of December 31, 2012) that has undergone some changes in use resulting in the opportunity to reoccupy vacated commercial space and the existing parking lot without expanding impervious land coverage.
 - ii. The site is a nonresidential development not involved in or impacted by institutional use shared parking provisions of §155.607.7.C.1, or any private shared parking arrangements with off-site establishments.
 - iii. One (1) or more existing or proposed uses on the site has unique parking needs substantially different than those required for the use in the Table of Required Parking at §155.607.7.B, and traffic engineering standards support this alternative parking demand.
 - iv. One (1) or existing or proposed uses within the site has peak parking demand time significantly different than other uses within the site which clearly support a reduction in total parking space demand for the overall site.
 - v. The site contains unusual natural features that are being preserved and which would be threatened or eliminated if additional parking spaces were required to be constructed, such as but not limited to steep slopes, stream or environmentally sensitive areas, tree groves, open space or landscape elements in excess of required minimum standards.
 - vi. The site is partially built out (as of December 31, 2012) and future expansion plans are not detailed and available at this time, but the undeveloped/underdeveloped portion of the site is reserved for another user through an approved conditional zoning plan.
 - vii. One (1) or all of the land uses for which shared parking is proposed is/are not identified in the Table of Required Parking at §155.607.7.B, and the Zoning Administrator has determined the proposed parking calculations are appropriate for such use(s).
 - viii. Another reason not specified here. When this category is offered, an explanation of the specific criteria to justify a parking reduction shall be included.
- f. A signed commitment indicating agreement to an Alternative Parking Plan from all property owners within the site. This may be in the form of a recorded cross access parking agreement created for the multi-user site when initially developed, or may be a new agreement between all affected property owners.
 - i. A previously recorded agreement shall state which parking spaces within the site, including across internal property lines when a multi-lot development site, are not restricted to a single user and may be available for shared parking. A copy of the recorded agreement shall be provided to the Zoning Administrator and shall be retained in the Planning office files of zoning conditions for the site.
 - ii. A new shared parking agreement shall guarantee the identified parking spaces to be maintained and available for shared use as long as the business uses requiring them are in existence. The agreement shall be binding on all property owners and businesses and establishments within the overall site, and shall be recorded by the property owner(s) in

the Mecklenburg County Register of Deeds, and a copy filed with the Zoning Administrator, which shall be retained in the Planning office files of zoning conditions for the site. The shared parking agreement shall not be amended or rescinded, unless all the uses requiring the Alternative Parking Plan are no longer on-site and all property owners agree to the rescission, and after confirmation by the Zoning Administrator that the agreement is no longer necessary.

6. HUC DISTRICT EXCEPTIONS.

- a. For all nonresidential uses in the HUC district fronting Trade Street, John Street, or Matthews Station Street where the building is located at the right-of-way/front property line, or less than the maximum build-to line, no off-street parking is required.
- b. For retail, financial institution, office, and restaurant uses in the HUC district and not meeting the minimum setback standards of 6.a. above, the number of parking spaces required in §155.607.7.B Table of Required Parking for that specified use shall be replaced with the standard of one (1) parking space for each four hundred (400) square feet of gross floor area, or reduced by one-third (1/3), whichever is the greater reduction.

7. REDUCTION FOR, OR THE USE OF, OCCASIONAL OVERFLOW PARKING SPACES.

- a. Certain uses may have sporadic need for extra parking, while their general or daily activity would not generate that higher level demand. Such uses may request approval, through the site plan review and approval process outlined in § 155.401.5.B, for occasional overflow parking. Typical users may include sporting or recreation facilities that do not regularly, but occasionally, hold large events, or retail establishments that meet the required minimum space requirements for their type use and zoning district, but wish to have extra parking available for once or twice a year major sales events. Uses with regularly scheduled events or activities on a weekly or monthly basis shall not be eligible for this occasional overflow parking provision.
- b. Because the extra demand for parking may occur when weather or recent maintenance work had softened the ground surface, any overflow parking area shall be designed with an adequate subsurface to support vehicles and limit damage to the ground surface. Occasional overflow parking shall be designated on the facility's site plan and the subsurface design shall be approved by Mecklenburg LUESA and the Town Engineer. No occasional overflow parking or maneuvering area shall be located within tree root protection zones designated on the approved landscape plan for the property, and the overflow parking plan shall indicate how tree root protection zones shall be protected from vehicular activity.
- c. Uses which desire to reduce a portion of their required parking spaces due to the limited times they need their full required amount, such as a stadium which only is fully occupied on a less than once a month basis, may request a permanent parking reduction by designing additional open space which can also serve as occasional overflow parking. In these cases, the use shall conduct a parking needs study that shall determine the typical peak parking load for various events, showing actual counts (if available) for recent past events, or estimated demand figures based on similar facilities and events. The study shall provide counts of the maximum actual or anticipated attendance and maximum actual or anticipated parking space need for various events and activities at the facility, and indicate the frequency (actual or anticipated) of each type activity. The study shall show conclusions as to the amount of permanent paved parking the facility should have, and the amount of occasional overflow parking spaces that can be accommodated to provide the facility's required parking, per the table at §155.607.7.B. This parking needs study shall be submitted with design construction details and site plan drawings for the overall parking layout for the facility. Staff and Town Board of Commissioners may request additional data to assist in making a final determination. Site plan review and decision shall follow the procedures given at §155.401.5.B. Approval of reduction in any required parking spaces through occasional overflow parking shall be at the discretion of the Town Board of Commissioners, based on the information provided for site plan review and approval.

155.607.8 Additional Off-Street Loading Requirements

- A. LOCATION REQUIREMENTS. Loading and unloading spaces shall be located at a minimum of sixty feet (60') from property zoned and developed for single-family use. Distances shall be measured from the closest edge of the

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loading berth to the property line of the residential property. (Ord. No. 1532, passed 1-8-07) [formerly known as §153.129]

B. DESIGN AND MAINTENANCE.

1. **CONSTRUCTION AND SURFACING.** The construction design of all off-street loading berths, and any area necessary for their access, shall be capable of bearing the weight of anticipated delivery vehicles. A concrete surface shall be required for each loading berth which serves a dock, ramp or elevator.
2. **CIRCULATION AND ACCESS.** Off-street loading areas shall be designed such that any area needed to maneuver a vehicle into or out of a loading space shall be located entirely on the same lot as the use it serves. Adequate space to accommodate the turning radii of trucks and trailers, exclusive of any parking spaces, pedestrian walkways, storage, dumpster areas, and landscaping shall be provided. [formerly known as §153.129]

C. USE OF OFF-STREET LOADING FACILITIES. Space allocated to any off-street loading berth and its surrounding vehicular maneuvering space shall not also be used to satisfy the space requirements for any off-street parking facilities or any dumpster or garbage/recycling storage facilities.

D. COMPUTATION. When determination of the number of off-street loading berths required by this schedule results in a requirement of a fractional berth, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one loading berth.

E. CENTRAL LOADING. Off-street loading berths for separate uses, different buildings, structures or uses, or for mixed uses, may be provided collectively in any zoning district in which separate loading berths for each constituent use would be required, provided that the total number of loading berths so located together shall not be less than the sum of the separate requirements for each use.

F. YARDS. No off-street loading berth in any zoning district may be located within a required front or corner side yard. Off-street loading berths may be located in required side or rear yards when outside of and not in conflict with any required landscaping areas, except no loading berth may be located within sixty feet (60') of adjacent single-family residential property as explained in §155.607.3.A above.

G. SCHEDULE OF OFF-STREET LOADING REQUIREMENTS.

1. For special exceptions other than prescribed for hereinafter, loading berth adequate in number and size to serve such uses shall be provided as determined by the Planning Director.
2. Uses for which off-street loading berth are required, but which are located in buildings of less floor area than the minimum prescribed for such required berth, shall be provided with adequate off-street receiving facilities, accessible by motor vehicle off any abutting street, driveway, or service drive on the same zoning lot.
3. **EXEMPTIONS.** No off-street loading is required for free-standing buildings that have less than five thousand (5,000) square feet in gross floor area.
4. **SCHEDULE FOR INDIVIDUAL OFF-STREET LOADING SPACES.** The loading requirements for individual establishments or buildings (single- or multi-tenant) using their own dedicated loading facilities in any nonresidential or mixed use development shall be based on the floor area of the building(s) as follows, when loading spaces are located on individual parcels off-street:

LAND USE	GROSS FLOOR AREA (SQ. FT.)	OFF-STREET LOADING SPACES REQUIRED	SIZE OF SPACE
Office, restaurant, hotel or motel	10,000 - 99,000	1	10 ft x 25 ft
	100,000 - 149,000	1	10 ft x 25 ft
	150,000 and over	2	10 ft x 25 ft
Retail establishment, shopping center or any industrial use	10,000 - 19,999	1	10 ft x 50 ft
	20,000 - 49,999	2	10 ft x 50 ft
	50,000 - 79,999	3	10 ft x 50 ft
	80,000 – 100,000	4	10 ft x 50 ft

For predominately retail or industrial uses, each additional one hundred thousand (100,000) square feet, or

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portion of this amount greater than fifty thousand (50,000) square feet, which is in excess of the first one hundred thousand (100,000) square feet shall require one additional loading berth. As an example, 150,001 through 249,999 square feet shall require 2 additional spaces. (Ord No. 1532, passed 1-8-07) [formerly known as §153.130]

5. **SCHEDULE FOR SHARED OFF-STREET LOADING SPACES.** Where loading spaces are designed to be shared by multiple parcels within a development in any B-1SCD, MUD, TS, or ENT district, and a participating user will not have its own loading facilities (i.e., a grocery store in a shopping center has its own dedicated loading dock), a shared use and cross access agreement shall be signed by all property owners and recorded at the Mecklenburg County Register of Deeds. Shared loading spaces shall not be located further than six hundred feet (600') from the service door for any participating user. The following schedule may be used for shared loading spaces:

SHARED USES	GROSS FLOOR AREA (SQ. FT.)	OFF-STREET LOADING SPACES REQUIRED	SIZE OF SPACE
Office, restaurant, hotel	Less than 59,999	2	10 ft x 50
or motel, retail, and/or any	60,000 - 99,999	3	10 ft x 50 ft
industrial use	100,000 – 150,000	4	10 ft x 50 ft
	150,000 and over	5	10 ft x 50 ft

6. When a nonresidential or mixed use development can use either of the above schedules, the developer or property owner(s) may choose which option to use.

155.607.9 Parking Fee-In-Lieu for Conversion of Surface Shared Lots to Future Structured Parking

In the TS and ENT Conditional-Only zoning districts where future land use projections would assume the need for structured parking which is not justified in the short-term, a provision may be made for financial preparation for such conversion of surface parking to multi-level structured parking.