

SECTION 16.7 OFF-STREET PARKING AND ACCESS STANDARDS

The following off-street parking and access standards are applicable to all Form-Based Districts (FBD), except where specifically identified. These standards are not applicable to the Village Form Residence Overlay District (R-VF) and Education Form Overlay District (ED-F).

16.70 General Access and Circulation Standards – Parking and circulation shall be designed to meet realistic demands within the FBD while maximizing pedestrian safety, ease in traffic flow, access/egress, minimizing the need for impervious surfaces, and maintaining the visual character of the property and adjacent areas.

16.71 Table of Required Parking Spaces – Where on-site or controlled parking is necessary and required, the applicant shall provide the required number of spaces as prescribed in Table 16.7.0 below. The required number of spaces shall be interpreted as both the minimum and maximum number of parking spaces allowed. These parking requirements supersede the requirements of Article 7 – Parking & Access Regulations recognizing the desired mixed use characteristics of the FBD. Parking waivers, modifications, or expansions may be permitted by the Permit Granting Body or Special Permit Granting Authority under the provisions of Section 7.90.

16.710 Non-Defined Parking – Where uses and parking requirements are not defined in Table 16.7.0, the applicant shall provide an amount equal to the required spaces under Article 7.

16.711 Fractional Spaces – When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one half (1/2) shall be disregarded and any fraction of one half (1/2) or greater shall be counted as one (1) required space.

16.712 Change of Use – A permitted use can be changed to another permitted use, and any permitted principal or accessory use can be intensified, without increasing the required off-street parking requirements of Table 16.7.0, provided that as of the date of adoption of this ordinance, there is no increase in gross square footage of the building.

| Table 16.7.0 – Parking Standards | | |
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| Type Of Use | Required Parking for Individual Use | Mixed Use Shared Parking Reduction Factor |
| <u>Residential Uses</u> | | |
| Accessory dwelling or Live/Work Unit | 1.5 spaces per dwelling unit | |
| Single Family Attached or Multi-family dwelling (buildings with 3 or more dwellings) | 2.0 spaces per dwelling unit plus 1 guest space for every 10 units | |
| Assisted Living Facilities | 1 space per unit plus 1 guest space per every 10 units | |
| <u>Lodging</u> | | |
| Inn (12 or less guest rooms) | 1 space per guest room and 1 space for the operator | |
| Hotel | 1 space per guest room or suite and 1 space per managers unit; Banquet and meeting rooms shall provide 6 spaces per 1,000 square feet of seating area; restaurants are figured separately. | <p>(Source: SmartCode 9.2)</p> <p>The effective amount of parking needed for each site where shared parking is proposed is determined by dividing the sum of the two amounts in column to the left (Required Parking for Individual Use) by the Reduction Factor above.</p> |

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| <u>Office</u> | | <p><u>Example:</u></p> <p>5 MF Dwelling Units = 10 spaces required + 2,000 S.F. Office = 4 spaces required</p> <p>Combined/Share on Multi-Use Building Lot</p> <p>$(10 + 4)/1.4 = 10$ spaces required</p> |
| General offices | 2 spaces per 1,000 square feet of net office space | |
| Medical or dental offices | 4 spaces per 1,000 square feet of net office space | |
| Service businesses (financial and personal) | 3 spaces per 1,000 square feet of net office space | |
| <u>Retail And Service</u> | | |
| Retail business uses | 2.5 spaces per 1,000 square feet of gross floor area | |
| Restaurant, café, bar, and other eating and drinking establishments | 10 spaces per 1,000 square feet of gross floor area | |

16.72 Expanded Existing Uses – Parking spaces shall be provided for new and/or expanded building areas, and for new and/or expanded outdoor uses, as follows:

- 16.720 Seventy-five percent (75%) of the spaces required under Article 7, Section 7.0 for all uses other than residential dwelling units.
- 16.721 Parking space requirements for additional residential dwelling units shall be one parking space per bedroom for one and two bedroom units and two parking spaces for units with three or more bedrooms for all dwelling units in the building.

16.73 Parking Reduction Methods

- 16.730 Off-Site Parking Credit – Parking requirements may be reduced by up to fifty percent (50%) with a Special Permit by the Special Permit Granting Authority authorized to act under the applicable section of this bylaw if an off-street public parking lot of 20 spaces or more exists within 300 feet of the principal land use, and the public parking lot has ample spaces available to serve the immediate area as determined by a survey of peak hour occupancy and usage. If this rule cannot be met, the applicant can secure private off-site parking within 400 feet of the site by ownership or lease with another landowner.
- 16.731 On-Street Parking Credit – All non-residential properties located adjacent to a public right-of-way where on-street parking is located may receive credit for one off-street parking stall for each 20 linear feet of abutting right-of-way for parallel parking. This provision shall be applied for on-street parking on the same side of the street as the proposed or existing land use, or on the opposite side of the street if the property on that side of the street does not have the potential for future development. In considering credit for on-street parking, all fractional spaces are rounded down.
- 16.732 Traffic Circulation Improvement and Reduction Incentives – For existing building and use expansions, the Special Permit Granting Authority authorized to act under the applicable section of this bylaw may issue a Special Permit providing relief from required parking where the applicant:
 1. Permanently eliminates and/or significantly reduces the width of existing curbcuts in a manner that improves the through flow of traffic on a Primary Street; or
 2. Provides a perpetual agreement for one or more driveway consolidations or interconnections that will alleviate traffic on a Primary Street and facilitate shared use of off-street parking.

16.74 Parking Placement and Access

16.740 Off-Street Parking Placement – Surface parking shall be located behind the Streetyard Setback and behind or to the side of the primary building. By Special Permit from the Special Permit Granting Authority authorized to act under the applicable section of this bylaw, off-street surface parking may be allowed in front of the primary building front elevation line if located a minimum of twenty (20) feet from the street line, and screened with sufficient landscaping. In this case, the portion of the parking lot located in front of the primary building shall be limited to one (1) double row of vehicles and associated parking aisle.

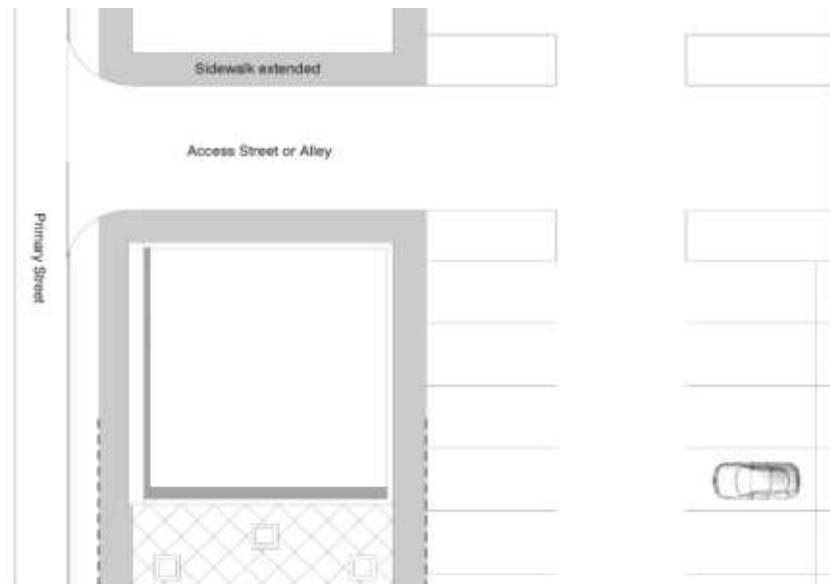


Figure 16.7.1 – Off-Street Parking Placement and Access

16.741 Number of Curb Cuts – New curb cuts on public ways in the FBD shall be minimized. No more than one curb cut on Primary Streets shall be allowed for any lot. For traffic safety and to maintain traffic flow, no new curb cuts shall be permitted on Primary Streets within 100 feet of any intersecting public street.

16.742 Driveways – Driveway design, location and construction in the FBD shall be consistent with the requirements of Section 7.7 Access Requirements & Driveways.

16.743 Loading Areas – Access to a lot for the purposes of delivery or loading shall be provided through one of the following methods:

1. Through the same driveway serving occupants and customers of the lot or premises;
2. Through existing side or rear streets and access points thus avoiding the Primary Streets; or
3. Through designated public loading spaces on-street or in existing municipal lots.

16.744 Residential Access and Vehicle Storage – If rear access is not provided, a front or side driveway is permitted for Residential Lot Types with the following requirements:

1. Detached garages shall always be located in the rear of the lot.

2. All walls of attached garages shall be at least 20 feet behind the principal plane of the dwelling unit's primary facade.
3. Garage doors shall face the side or the rear of the lot rather than the streetyard. Where space does not permit a side or rear-facing garage door, front-facing garage doors may be provided but each door shall not exceed 10 feet in width.
4. Driveways shall serve as access to a minimum of three (3) dwelling units.

16.75 Parking Facility Design Standards

16.750 Surface Parking Lot Design Standards – The parking design standards in Article 7, Section 7.1 of this Zoning Bylaw shall apply in the FBD unless specifically addressed in this section including the following provisions:

1. Storage – Required off-street parking areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind, nor shall areas devoted to such activities count toward meeting off-street parking requirements.
2. Lighting – If artificially lighted, such lighting shall be so designed and arranged that light is directed away from any adjoining property used or zoned for residential purposes and so designed and arranged as to shield public roadways and all other adjacent properties from direct glare or hazardous interference of any kind.
3. Pervious Parking Materials – Turf grid systems, pervious pavers, gravel and similar parking materials are allowed for supplemental parking areas where excess parking is necessary on a temporary basis in addition to required parking in the FBD. Some specific applications may include places of worship, parks and recreation facilities, or public and private schools. Off-street parking facilities surfaced with pervious materials may be allowed by Special Permit from the Special Permit Granting Authority authorized to act under the applicable section of this bylaw as an alternative to impervious materials on required parking areas under the following conditions:
 1. Driveway aprons from a Primary Street shall be an acceptable impervious material for the first 20 feet;
 2. Parking surfaces shall be so maintained such that the pervious material does not constitute a nuisance by virtue of its appearance or condition and is graded in a level condition; and
 3. Selected materials shall comply with the drainage requirements for stormwater runoff set forth in the Amherst Subdivision Regulations.

16.751 Parking Structures – Parking structures such as parking decks and parking garages may contain up to three (3) levels of parking above grade and may contain other uses above the parking levels provided the entire building does not exceed the height allowed by Table 3, Article 6 of this bylaw.