

13.06.050 Off-street parking and internal circulation.

(a) Intent. This Section is intended:

(1) To ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles and pedestrians.

(2) To ensure land uses can function without negatively impacting adjacent land uses and allow for the development of walkable mixed-use environments.

(3) To ensure that parking be considered and designed as accessory to the principal uses within the buildings served, that buildings and pedestrian scale areas be the focal point, that parking is viewed as a necessary function in support of those activities and that it be visually and functionally secondary to the primary use of the building and pedestrian access.

(3) To provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking.

(4) To encourage alternative parking arrangements such as shared parking.

(5) To provide that required parking facilities be provided on the same lot or parcel as the building or use served, unless shared parking is allowed as provided herein.

(6) To provide parking efficiencies through parking reduction mechanisms for mixed-use development, redevelopment, and developments that are within proximity to multi-modal transportation options within the Greater Downtown District.

(7) To provide for creative and innovative parking approaches that support and implement the Mainstreet Master Plan and Transportation Master Plan within the Greater Downtown District and adjacent areas.

(b) Change of land use/tenant finish. Prior to approval of a tenant finish, the applicant shall demonstrate that adequate parking exists for the proposed land use change. The square footage of all tenant finish areas shall be identified by each use proposed. When changes in land use and tenant finish require more parking than exists, the applicant shall be required to revise its site plan to increase the number of parking spaces consistent with the requirements herein, while still meeting landscaping requirements. Failure to provide this parking will result in the denial of the tenant finish permit.

(c) Off-site parking. Off-site parking shall be permitted provided the applicant meets the following requirements.

(1) Eligibility. For nonresidential or mixed-use development, a portion of the parking requirement may be met through off-site parking pursuant to the requirements of this Section, where the applicant demonstrates that it cannot reasonably provide on-site parking in accordance with this Section and that such off-site parking will promote Master Plan consistency through improved design. The use of off-site parking shall be approved by the Planning Director or designee.

(2) Location of off-site parking. The distance from the boundary of the site to the boundary of the off-site parking area shall not exceed five hundred (500) feet. However, the Planning Director, or designee, may approve a distance of more than five hundred (500) feet (not to exceed a distance of one thousand (1,000) feet) based on the land use or quality of pedestrian connection. Off-site parking shall not be located on-street and shall only be located in a nonresidential or mixed-use zoning district.

(3) Accessible parking. The number and location of spaces required for persons with disabilities shall not be reduced.

(4) Off-site parking spaces. No more than fifty percent (50%) of the required on-site parking shall be addressed through off-site parking.

(5) Off-site shared parking plan required. A parking plan shall be required and shall include:

- a. The location of the off-site parking area and the distance between it and the site;
- b. The path of pedestrian travel (*e.g.*, sidewalk, street, parking area(s), trails between buildings or land uses and the off-site parking area);
- c. The availability of transit facilities and modes of available transit serving the site, including both public and private transit (*e.g.*, car and vanpooling);
- d. The total number of proposed off-site parking spaces; and
- e. Information on total parking demand served by the off-site parking area, including:
 - i. The location and names of all buildings, structures, or land uses for which the off-site parking spaces are provided;
 - ii. Days and hours of operation of the land uses that utilize the off-site parking area;
 - iii. Peak days and hours of operation of such uses;
 - iv. Parking calculations for each use that utilizes the off-site parking area, including calculations for the proposed land uses and existing land uses;
 - v. Mixed-use/shared parking reduction calculations, if used; and

vi. If required by the Planning Director, or designee, a study by a transportation planner or traffic engineer to demonstrate that there is no substantial conflict (*e.g.*, materially increased risk of vehicular-pedestrian conflict or unreasonable traffic congestion) inherent in the proposed off-site parking arrangement.

(6) Review. All requests for approval of off-site parking shall be filed by the owners of the site and off-site parking area (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners), and shall be reviewed as part of the site plan approval process pursuant to Section 13.06.040 of this Title and either approved, approved with conditions or denied.

(7) Shared parking agreement. A shared parking agreement for off-site parking, in a form approved by the Town Attorney, shall be executed by the owners of the site and the off-site parking area (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners) and consented to in writing by the Town. The shared parking agreement for off-site parking shall substantially comply with the format of any model shared parking agreement, which is maintained on file with the Town Clerk.

(8) Approved agreement registered and recorded. Upon approval of an off-site shared parking plan and shared parking agreement hereunder, a copy of such plan and agreement shall be recorded by the Town with the County Clerk and Recorder.

(9) Effect of recorded off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder shall run with the land, be binding upon the applicants for such shared parking plans, their successors and assigns, and shall restrict and limit the use and operation of all land and buildings included within such plan to all conditions and limitations specified in such plan and agreement and the approval thereof. No site plans or plats shall be approved, or permits or certificates of occupancy issued, unless such uses comply with all the conditions and limitations of the approved plan and agreement.

(10) Amendment of off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder may be amended pursuant to the same procedure and subject to the same limitations and requirements by which such plans and agreements were approved and recorded.

(11) Termination of recorded off-site shared parking plan and shared parking agreement. Upon application by the owners of any site and off-site parking area subject to any shared parking plan and agreement recorded hereunder (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners), any such plan and agreement may be terminated if all uses, land and buildings remaining under such plan can be made to comply with all conditions and limitations of the plan and agreement and all uses, land and buildings withdrawn from such plan can be made to comply with all Town regulations and code provisions. Upon approval of the termination of a shared parking plan and agreement, all parties shall sign a shared parking termination agreement, which shall be recorded by the Town with the County Clerk and Recorder with such costs paid by the applicants.

(d) Number of off-street parking spaces required. The minimum off-street parking spaces for specific uses shall be as provided below in Schedule 13.060.050B for the Greater Downtown District and Schedule 13.06.050A for all other zoning districts.

(1) Calculation of required parking spaces.

a. Stacking, queuing and gas pumps. The Planning Director, or designee, may allow stacking, queuing or gas pumps to count toward the required parking spaces when the applicant has submitted a parking study for the proposed use, or other competent information, as determined by the Planning Director or designee, that demonstrates:

1. Stacking and queuing will function to fulfill the site's traffic demand.
2. Parking, including stacking and queuing, is adequate to fulfill the parking needs of the site.

The decision of the Planning Director, or designee, may be appealed, as provided in Subsection 13.03.030(c) of this Title.

b. Multiple uses. Unless otherwise approved through off-site shared parking as provided in Subsection (c) above, off-street parking areas serving more than one (1) principal use shall provide parking in an amount equal to the sum of the parking requirements for each individual use on the same zoned lot as the building or uses served.

c. Greater Downtown District. Required off-street parking requirements may be reduced when on-street public parking is provided along local or collector streets adjacent to the proposed development. Such reduction must be approved by the Planning Director or designee.

d. Fractions. In calculating the required number of parking spaces, any fraction of a parking space more than 1/2 shall be equal to one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space.

e. Area measurements. Unless otherwise specifically provided herein, all square-footage-based parking and loading standards shall be computed on the basis of net leasable area (see figure 1). For outdoor areas, calculations shall be based on the portion of the lot actually being used for the specified use.

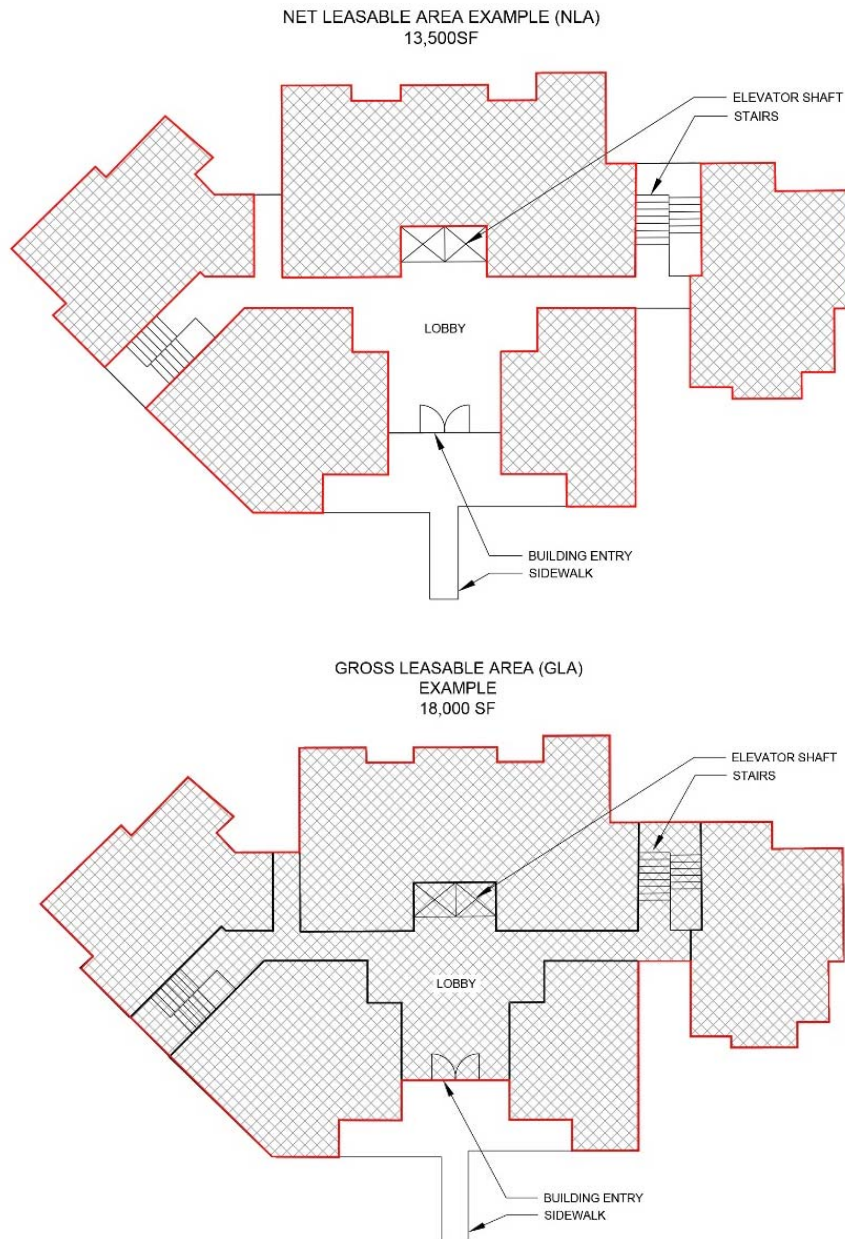


Figure 1 - Example of Net Leasable Area compared to Gross Leasable Area.

f. Unlisted uses. In the case of a use not specifically listed, the applicant may submit a special study with other competent information for consideration by the Planning Director or designee concerning which listed use is most similar to the unlisted proposed use. The Planning Director, or designee, shall apply the off-street parking standard for the most similar use. The decision of the Planning Director, or designee, may be appealed, as provided in Subsection 13.03.030(c) of this Title.

**Schedule 13.06.050A
 Off-Street Parking Requirements**

<i>Use</i>	<i>Minimum Parking [Note: Minimum parking ratios for nonresidential land uses are based on Net Leasable Areas (N.L.A.)]</i>
Residential/accommodations	
Dwelling, single-family, two-family	2 per dwelling unit
Dwelling, multiple-family	
per three-bedroom unit per two-bedroom unit per one-bedroom or studio unit guest parking	2 per dwelling unit 1.5 per dwelling unit 1 per dwelling unit 0.25 per dwelling unit (may be provided on public streets)
Group homes/elderly housing	Special study
Lodging establishment	1 per guest room
Institutions	
School, elementary/junior	1.5 per each classroom
School, senior	4 per each classroom
School, college, trade, professional, vocational	Special study
Day care, preschool, nursery	1 per each 4 children of licensed capacity
Place of worship, funeral, mortuary, sanctuary	1 per each 3 persons of seating capacity
Nursing home, hospitals	1.5 per each patient bed
Library, museum	3 per 1,000 s.f. NLA
Conference center or meeting hall	5 per 1,000 s.f. NLA
Eating and drinking establishments	

Fast food restaurant (drive-through/carry-out only)	1 per 100 s.f. NLA
Restaurant, lounge, bar, microbrewery (with or without a drive-through)	1 per each 3 persons of rated capacity (excluding outdoor seating areas)
General office, retail, services/sales	
Professional office, personal services, grocery, shopping center	1 per 300 s.f. NLA
Auto service and repair shop	1 per 450 s.f. NLA of office area, plus 3 per bay or stall
Car wash	1 per establishment, plus 1 per staff member per maximum shift
Convenience service establishment	1 per 250 s.f. NLA
Motor vehicle sales, furniture, appliance store, greenhouses, plant nurseries	1 per 500 s.f. NLA
Kennels, pet day care, veterinary clinic	1 per 400 s.f. NLA (not including s.f. occupied by animal pens)
Recreation, amusement, entertainment	
Indoor recreation activities	Special study
Bowling center	3 per lane
Indoor movie theater	1 per 3 seats
Outdoor recreational activities	Special study
Health club	1 per 250 s.f. NLA
Circus, carnival, farmers market	Special study
Industrial uses	
Research and development facilities	1 per 500 s.f. NLA
Light manufacturing, printing facilities	1 per 300 s.f. NLA of office area, plus 2 per bay door

Storage, wholesaling, distribution facilities	1 per 300 s.f. NLA of office area, plus 2 per bay door
---	--

**Schedule 13.06.050B
 Off-Street Parking Requirements for the Greater Downtown District**

<i>Land use</i>	<i>Market Center and Twenty Mile Center and the West Side of the Town Center Design Districts</i>	<i>Pikes Peak Center, Historic Center, and East Side of the Town Center Design Districts</i>
	<i>The centerline of Parker Road shall be the dividing line between the east and west sides of the Town Center Design District</i>	
	<i>Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement.</i>	<i>Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement. [Note: minimum parking ratios for nonresidential land uses are based on Net Leasable Areas (N.L.A.)]</i>
Residential		
Dwelling, single-family, two-family	N/A	1 spaces/du if allowed within the zone district; (Single-Family detached units are not permitted in the Historic & Town Centers)
Dwelling, multiple-family per three-bedroom unit per two-bedroom unit per one-bedroom or studio unit guest parking	1.5 per dwelling unit 1.5 per dwelling unit 1 per dwelling unit 0.25 per dwelling unit (may be provided on public streets fronting property).	1.25 per dwelling unit 1.25 per dwelling unit 1 per dwelling unit
Group homes/elderly housing	1 per employee on maximum shift	1 per employee on maximum shift
Lodging establishment	1 per guest room	1 per guest room
Institutions		

School, elementary/junior (middle school)	Special study	Special study
School, senior (high school)	Special study	Special study
School, college, trade, professional, vocational	Special study	Special study
Day care, preschool, nursery	1 space per employee on maximum shift	1 space per employee on maximum shift
Place of worship, funeral, mortuary, sanctuary	Special study	Special study
Nursing home, hospitals	1 per 4 patient beds	1 per 5 patient beds
Library, museum	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Conference center or meeting hall	Special study	Special study
Eating and drinking establishments		
Fast food restaurant (drive-through/carry-out only)	1 per 250 s.f. NLA	N/A
Restaurant, lounge, bar, microbrewery (with or without a drive-through)	1 per 300 s.f. NLA	1 per 300 s.f. NLA
General office, retail, services/sales		
Professional office, personal services, grocery, shopping center	1 per 300 s.f. NLA	1 per 500 s.f. NLA
Auto service and repair shop	1 per 450 s.f. NLA of office area, plus 3 per bay or stall	N/A
Car wash	1 per establishment, plus 1 space per staff member per maximum shift if allowed within the zone district	N/A

Convenience service establishment	1 per 300 s.f. NLA	1 per 500 s.f. NLA
Motor vehicle sales, furniture, appliance store, greenhouses, plant nurseries	1 per 500 s.f. NLA if allowed within the zone district	N/A
Kennels, pet day care, veterinary clinic	1 per 400 s.f. NLA (not including s.f. occupied by animal pens)	1 per 500 s.f. NLA (not including s.f. occupied by animal pens) if allowed within the zone district
Recreation, amusement, entertainment		
Indoor recreation activities	Special study	Special study
Bowling center	2 per lane	2 per lane
Indoor movie theater	1 per 4 seats	1 per 5 seats
Outdoor recreational activities	Special study	Special study
Health club	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Circus, carnival, farmers market	Special study	Special study
Industrial uses		
Research and development facilities	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Mini-storage	N/A	N/A
Light manufacturing, printing facilities	N/A	N/A
Storage, wholesaling, distribution facilities	N/A	N/A

(2) Phasing parking. Parking areas may be phased in conjunction with the phasing of the associated building or use. All landscaping plans and access should be designed with consideration of placement and configuration of parking areas at final buildout.

(3) Temporary parking areas. The Town may consider proposals for parking areas designed to serve a temporary building or use, as provided by Section 13.04.210 of this Title.

The design and layout of these parking areas shall be submitted as part of the application for the temporary use permit.

(4) Use of required parking spaces. Required parking areas shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only and shall not be used for outdoor storage or display, trailer or RV storage, sale, repair, dismantling or servicing of any vehicles, equipment, materials or supplies, except as otherwise permitted through a temporary use permit.

(5) Drive-through, vehicle stacking and queuing. This Sub-subsection shall apply to all new development that includes drive-through facilities to assure that vehicle stacking and queuing areas are secondary to the function of a site and do not interfere with other pedestrian and vehicle movements.

a. Vehicle stacking spaces must be a minimum of eleven (11) feet wide by twenty (20) feet long.

b. The applicant shall submit an analysis as a part of the traffic study to determine the number of vehicle stacking spaces and queuing spaces required. The vehicle stacking and queuing shall be subject to the site plan review and approval process.

c. Drive-through facilities and related stacking areas shall be secondary in emphasis and priority to any other access and circulation functions, including vehicle, pedestrian and bicycle movements.

d. Stacking spaces shall not impede on- or off-site traffic movements, nor impede movements into or out of off-street parking spaces.

(e) Accessible parking. All parking provided for any new building constructed, any new use established, any enlargement of an existing building or use, any change in the occupancy of any building or any change of use shall be designed and constructed in accordance with the Americans with Disabilities Act, as amended ("ADA").

(f) Parking space size.

(1) Each off-street parking space, other than parallel spaces, shall be nine (9) feet in width and eighteen (18) feet in length, with an unobstructed front-end overhang. Parking spaces adjacent to landscape islands shall be ten (10) feet in width or a concrete strip, at least eighteen (18) inches wide, shall be provided on the adjacent side of the island for pedestrians to step out of the car.

(2) Parallel parking spaces shall be eight (8) feet in width and twenty-four (24) feet in length.

(g) Internal vehicular access and circulation.

(1) All parking areas shall be provided with ingress and egress to an improved public right-of-way, shall be located so as to promote safety and minimize traffic congestion, and shall be provided with necessary internal circulation drives and aisles to create through-traffic patterns.

(2) Internal drive widths.

a. When two-way traffic is proposed, the drive shall be designed to be between twenty-four (24) and twenty-six (26) feet in width.

b. Where two-way traffic is proposed parallel to the front of a commercial use with a public entrance, a designated pullout for a loading zone may be established.

c. No pedestrian crossing of an internal private drive may exceed twenty-six (26) feet, except where said drive intersects with a public street.

d. When one-way traffic is proposed with angled parking, the drive shall be designed to be between twelve (12) and twenty-three (23) feet in width, as provided in Schedule 13.06.050C below.

**Schedule 13.06.050C
 One-Way Traffic Angled Parking**

<i>Aisle width between stall lines</i>	<i>Angles</i>
12'	45°
16'	60°
23'	75°

f. Drive-through lanes shall be designed to be eleven (11) feet in width.

g. Drive-through lanes shall demonstrate adequate turning radius for a passenger vehicle.

h. Internal drive lanes without parking shall be designed to be between twenty (20) and twenty-six (26) feet in width.

(h) Parking location.

(1) The required off-street parking shall be provided on the same lot as the building or use served, unless otherwise expressly permitted by this Section.

(2) The location of off-street parking areas in the Greater Downtown District shall comply with the requirements in Schedule 13.06.050D below.

Schedule 13.06.050D
Off-Street Parking Location—Greater Downtown District

	<i>Behind building/ interior of lot</i> (see figure 3)	<i>To the side</i> (see figure 4)	<i>Two rows (one (1) bay of parking) between building & right-of-way</i> (see figure 2)	<i>In front of building</i> (see figure 5)
Mainstreet	Permitted	Minimally permitted so long as the parking area does not occupy more than 1/3 of the contiguous property frontage as measured from parking curb to parking curb	Not permitted	Not permitted
Twenty Mile Road	Permitted	Permitted	Permitted	Not permitted
Hilltop Road	Permitted	Permitted	Permitted	Not permitted
Dransfeldt Road	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch	Not permitted
Parker Road	Permitted	Permitted	Permitted	Not permitted
Pine Drive	Permitted	Permitted	Permitted	Not permitted
Pikes Peak Drive	Permitted	Permitted	Permitted	Not permitted
Other public and private streets	As approved during site plan			
Internal vehicular	As approved during site plan			

circulation systems	
---------------------	--

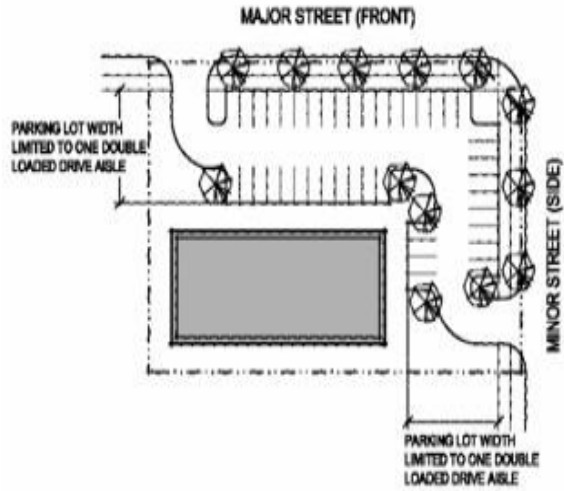


Figure 2 - Example of two rows (one (1) bay) of parking permitted between a building and the right-of-way.

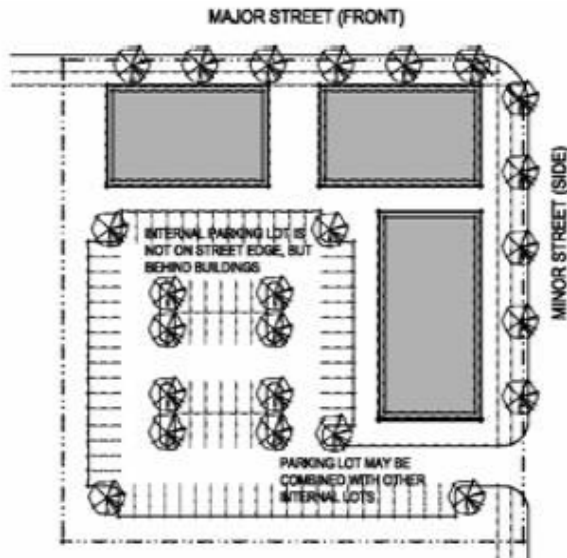


Figure 3 - Example of parking permitted in the interior of a lot or behind a building.

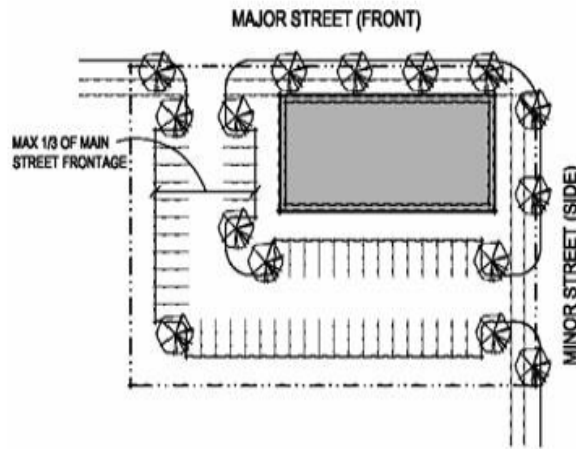


Figure 4 - Example of parking permitted minimally to the side of a building.

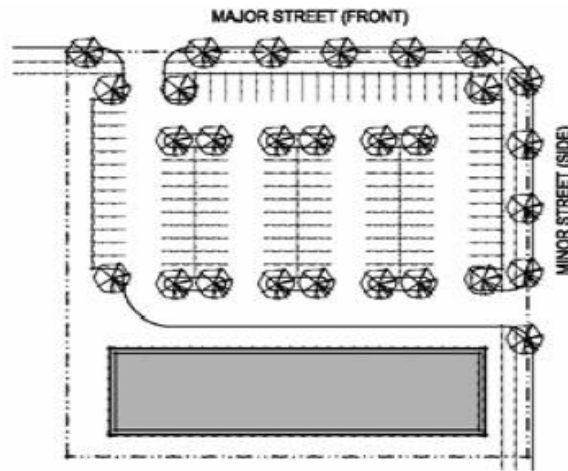


Figure 5 - Example of parking permitted between a building (in front of building) and the right-of-way.

(i) Parking exemptions. Parking exemptions shall be permitted within the Greater Downtown District's Historic Center, Pikes Peak Center and for proposed developments located east of Parker Road within the Town Center as follows:

(1) For all uses except residential, the first three thousand (3,000) square feet of newly constructed net leasable floor area shall be excluded from the calculations required by this Section.

(2) For expansions, changes of use, or modifications to existing buildings and property within the Historic Center, Pikes Peak Center, and Town Center, up to three thousand (3,000) square feet of net leasable area per lot shall be excluded from the calculations required by this Section.

(j) Parking Reductions.

(1) Mixed-use/ shared parking reductions.

a. **Applicability.** Mixed-use/shared parking reductions shall be permitted to ensure new development for permitted uses are not over-parked and to promote the efficient use of land while reducing the expanse of paved areas. In locations where a mix of land uses allows for complementary utilization of parking spaces due to differences in the timing of peak parking demand, the Town may reduce the required number of parking spaces according to the provisions of this Section.

b. **Shared parking reduction tables.** Shared parking between different land uses allows a reduction in the total number of required parking spaces when a site is occupied by two or more categories of land uses that generally do not have peak parking demands at the same time. When any property or building is used for two or more categories of land uses that are listed below in Schedule 13.06.050D and Schedule 13.06.050E, the minimum total number of required parking spaces shall be determined by the following procedures:

1. Multiply the minimum required parking as stipulated in Schedule 13.06.050A and Schedule 13.06.050B for each individual land use, excluding accessible parking spaces, by the appropriate percentage listed in Schedule 13.06.050D, for each of the designated time periods.

2. Calculate a sum for all land uses for each of the five time periods (each of the columns). The minimum parking requirement is the highest of these sums, plus any accessible parking spaces excluded from the calculation in the first step. The Illustrative *Shared Parking Reduction Credit Calculation* (see Schedule 13.06.050E), provides an example of how to use the *Shared Parking Reduction Table* to calculate required parking.

3. **Accessible parking.** The number and location of accessible parking spaces required for persons with disabilities shall not be reduced.

SCHEDULE 13.06.050D
Shared Parking Reduction Table

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
Residential*	100%	60%	90%	80%	90%
Office*	5%	100%	10%	10%	5%
Retail / Commercial*	5%	70%	90%	100%	70%
Commercial Lodging*	80%	80%	100%	50%	100%
Restaurant*	10%	50%	100%	50%	100%
Entertainment*	10%	40%	100%	80%	100%

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
All Others*	100%	100%	100%	100%	100%

*Denotes the ability to submit a special study to change the percentages based on more specific land uses proposed.

Schedule 13.06.050E
Illustrative Shared Parking Reduction Credit Calculation TABLE

EXAMPLE: A mixed-use building has 4 two-bedroom apartments, 5,000 square feet NLA of office space, and 5,000 square feet NLA of convenience retail space. In the Market Center of Greater Downtown District, these uses would separately require 43 parking spaces ((4 du. x 2 sp. / unit) + (5,000 sf. x (3 sp. / 1,000 sf.)) + (5,000 sf. x (1 sp. / 250 sf.)) = 43). However, combined, they could share 34 parking spaces, as shown in the calculation below.

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
Residential (8 spaces)	100% x 8 = 8	60% x 8 = 4.8 ¹	90% x 8 = 7.2	80% x 8 = 6.4	90% x 8 = 7.2
Office (15 spaces)	5% x 15 = 1	100% x 15 = 15	10% x 15 = 1.5	10% x 15 = 1.5	5% x 15 = 0.8
Retail / Commercial (20 spaces)	5% x 20 = 1	70% x 20 = 14	90% x 20 = 18	100% x 20 = 20	70% x 20 = 14
Commercial Lodging	80% x 0 = 0	80% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
Restaurant	10% x 0 = 0	50% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
Entertainment	10% x 0 = 0	40% x 0 = 0	100% x 0 = 0	80% x 0 = 0	100% x 0 = 0
All Others*	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0
COLUMN TOTALS	10	34^{1,2}	27	30	22

TABLE NOTES:
¹As per Section 13.06.050(e)(1)d. Fractions, any fraction of a parking space more than 1/2 shall equal one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space.
²The largest number, 34, is the number of parking spaces that are required.

(k) Transportation demand management reductions. Parking reductions through the use of transportation demand management will be permitted within the Greater Downtown District to allow the reduction of parking when a land use is located in close proximity to multi-modal forms of transportation, such as proximity to transit, pedestrian and bicycle access, and car-share programs.

(1) These reductions are based on programs that reduce the peak demand for parking spaces. If used in conjunction with mixed-use shared parking, these reductions may be applied to one category of land use to reduce the parking requirement for the use prior to calculating the shared parking reduction.

(2) The credits and reductions set out in this Subsection are not available to uses that base parking requirements on a special study, unless the special study's methodology specifically addresses these credits and reductions and the Planning Director, or designee, determines that they are appropriate.

a. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a transit stop.

b. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a regional trail providing pedestrian and bicycle access.

c. Multi-family residential uses may reserve one of the parking spaces required for every twenty (20) dwelling units (rounding up) for a car-share program.

1. For each space reserved for a car-share program, the overall parking requirement may be reduced by two (2) spaces. For example, if a studio apartment building was constructed with fifteen (15) units, fifteen (15) parking spaces would be required. If the building provides a car-share program which reserved one of the spaces, then the overall parking requirement (including the space used for the car share program) would be thirteen (13) spaces.

2. To qualify for the car-share program reduction, the applicant must demonstrate that the program will be operational, and that one car will be available for each reserved parking space.

3. If the program is terminated or reduced, the applicant must provide the parking spaces that were reduced because of the car-share program.

(1) Special study. The purpose of a special study for the Greater Downtown District is to assist the Town with evaluating the impacts of parking for mixed-use and other land use applications.

(1) Land uses listed in Schedules 13.06.050A and 13.06.050B may have parking standards identified as "special study." Required parking for these uses shall be established according to the standards of this Section; or

(2) Special studies may be submitted to support a request to reduce the number of required parking spaces to less than that set out in Schedule 13.06.050B due to the nature of the operations or specific location of a proposed use. Such special studies shall include and support all requested reductions in parking.

(3) Special study requirements. A special study shall be conducted by a certified transportation planner or licensed professional engineer.

(4) The special study shall provide:

a. Summary of the development proposal.

b. Access and mobility characteristics including vehicular, bicycle, pedestrian and transit.

c. Summary of parking generation and parking demand, utilizing data from one of the following sources: Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), International Parking Institute (IPI), or American Planning Association (APA).

d. A parking analysis of at least two comparable uses addressing demand characteristics, peak period activity, off-peak activity and opportunities for reductions and/or off-site shared parking.

e. Identification of possible off-site shared parking areas, parking reductions, or mixed uses having complementary parking demands.

f. A summary of how the request is consistent with the Parker 2035 Master Plan and promotes improved site plan or urban design.

g. Documentation regarding the comparability of the referenced uses, including: name, function, location, net leasable area, parking availability, access to transportation network (including vehicular, bicycle, pedestrian, and transit), use restrictions, and other factors that affect the parking demand.

(5) Approval of special study.

a. A special study to reduce the number of parking spaces or to establish the required parking spaces for a land use subject to Schedule 13.06.050A or Schedule 13.06.050B shall be subject to the site plan review process and approval by the Planning Director, or designee.

b. The Planning Director or designee shall approve a special study subject to the following requirements:

1. The proposal shall be consistent with the Parker 2035 Master Plan.

2. A request for a reduction in required parking promotes improved site plan or urban design.

3. The proposal sufficiently documents and supports the reduction of parking for the site and for the use.

c. The Town may request additional information or analysis, including, but not limited to, alternative or new data points, or consideration of additional or alternative factors related to comparability or peak demand, as supported by sound transportation planning and engineering principles.

(m)Credit for on-street parking. Credit for on-street parking is permitted for large scale redevelopment, in-fill development, redevelopment and alterations to existing sites within the

Greater Downtown District. New or existing development located in the Greater Downtown District, west of Parker Road, may claim on-street parking that is located adjacent to the site to meet the minimum parking requirement, if new on-street parking is provided.

(n) Parking area layout and design.

(1) Intent. This Subsection is intended:

a. To lay out and design parking areas that minimize negative visual impacts from adjacent primary roadways and properties.

b. To reduce the expansive impervious surfaces within parking areas by thematically "deconstructing" parking areas into appropriate and comprehensible elements which address a pedestrian scale.

c. To incorporate elements of design that make the parking area a comfortable pedestrian experience, as a transition between the parking area and the building or use the parking area serves.

d. To better integrate safety and aesthetic issues involving both pedestrians and vehicular interaction.

e. To visually and physically separate the view of surface parking areas and the cars on them from adjoining streets, open spaces and pedestrian ways.

(2) Parking area layout and design—commercial development.

a. Parking shall be arranged into parking blocks defined by pedestrian paths, landscaping and/or building placement.

b. Each parking block shall have consistent design angles for all parking within the parking block.

c. Individual parking blocks shall be limited to not more than eighty (80) spaces, with four (4) rows per block.

d. Shared parking and cross-property parking access for similar and cohesive uses shall be strongly encouraged to facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (d) above.

(3) Parking area layout and design—industrial development.

a. Each parking block shall have consistent design angles for all parking within the parking block.

b. Parking areas shall clearly designate and distinguish visitor and employee parking from truck loading and service areas.

c. Individual parking blocks shall be limited to not more than one hundred twenty (120) spaces.

(4) Parking area layout and design—multiple-family development.

a. Parking areas shall be located internal to multiple-family development, behind building massing to minimize the visibility of parking.

a. Parking blocks shall be limited to a maximum width of three (3) bays of parking and one hundred eighty (180) feet by two hundred seventy (270) feet unless separated by an internal street.

b. Parking aisles shall not exceed ten (10) cars in length unless separated by an eight-foot-wide minimum planting island.

c. Parking garages and carports.

1. Garage entries, carports and parking structures shall be internalized in building groups or oriented away from street frontage to the maximum extent feasible.

2. Garages shall be limited to a maximum of five (5) double garages in a row, and a maximum of six (6) parking spaces in length in a row for carports.

3. A minimum of nine (9) feet of separation shall be provided between carport structures.

(5) Parking area layout and design—Historic Center and Pikes Peak Center Design Districts.

a. Each parking block shall have consistent design angles for all parking within the parking block.

b. Parking aisles shall not exceed ten (10) cars in length unless separated by an eight-foot-wide minimum landscape island.

c. Individual parking blocks, other than those providing public parking, shall be limited to not more than thirty (30) surface spaces.

d. Shared parking and cross-property parking access for similar and cohesive uses shall facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (c) above.

(o) Parking area maintenance.

(1) Condition. All off-street parking areas shall be maintained in good condition, free of weeds, trash and debris and major surfacing defects.

(2) Surfacing and drainage. Each space shall be surfaced with concrete or asphalt, shall be properly graded for drainage and shall be provided with surfaced vehicular access to an improved public right-of-way.

(3) Striping of spaces.

a. All off-street parking spaces, excluding residential units with individually designated driveways, shall be outlined by white or yellow stripes not less than four (4) inches wide painted on the surface area or an alternative approved by the Planning Director or designee.

b. All nonparking spaces, such as loading zones, emergency lanes or spaces in front of doorways/entrances, shall be clearly delineated.