



CODE AMENDMENT CONSISTENT STANDARD OPTION

A code amendment option to require consistent standards for all non-residential uses

8-4D-1 PURPOSE:

This article provides regulations and standards for vehicular and bicycle parking and loading facilities with the following purposes:

- A. Minimize the adverse impacts on the surrounding neighborhood including but not limited to congestion, traffic hazards, and decreased access caused by not supplying adequate off-street, parking, and loading areas for all new development and altered land uses.
- B. To maximize the efficiency of parking facilities to minimize the adverse impacts to systems such as economic, environmental, water quality, storm drainage, and urban design that can result from impermeable surfaces such as parking lots, driveways, and drive aisles.
- C. To recognize that each development has unique parking needs and to offer flexible criteria to meet those parking needs.
- D. To provide for parking that is in scale and supports the pattern of development to facilitate the implementation of the neighborhoods identified in the city's comprehensive plan; and
- E. Provide objective criteria to inform developers, businesses, and decision makers.

8-4D-2 APPLICABILITY:

- A. The design standards as set forth in section 8-4D-3, "Parking Design And Improvement Standards", of this article shall apply to any new construction, alteration, or moving of a structure or any new or more intense use of property. Except where there is a change in use, the provisions of this article shall not apply to any existing building or structure.
- B. Construction or modification of any parking area, shall comply with Garden City codes, adopted plans, and permit requirements.
- C. The number of required off street parking spaces, as set forth in section 8-4D-5 of this article, shall be provided for all permitted and conditionally permitted uses in any district.

8-4D-3 PARKING DESIGN AND IMPROVEMENT STANDARDS:

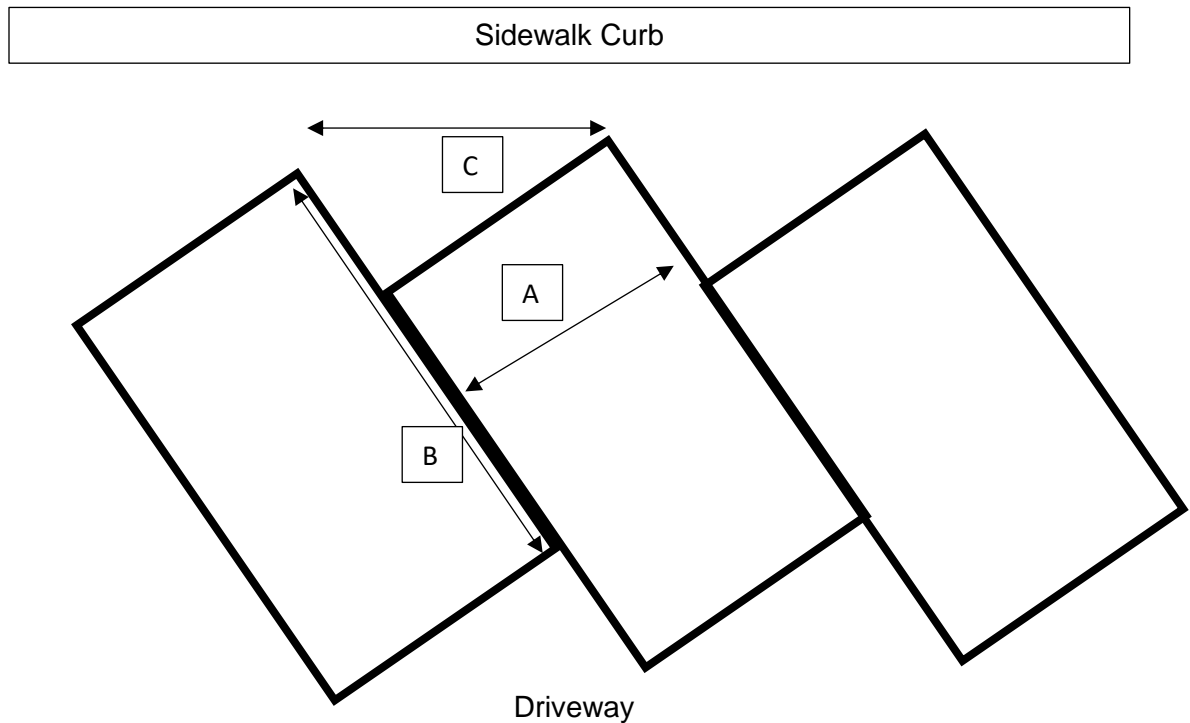
A. Design And Layout of Parking Areas:

- 1. The dimensional standards for parking spaces are required as identified in Table 8-4D-1:

Table 8-4D-1: DIMENSIONAL STANDARDS				
Parking Angle	Stall Width (A)	Stall Length (Depth) (B)	Curb Length Per Car (C)	Driveway Width
Standard				
0°	10'0"	10'0"	23'0"	10'0"

30°	10'0"	17'8"	18'0"	12'0"
45°	10'0"	20'5"	12'9"	13'0"
60°	10'0"	21'10"	10'5"	16'0"
90°	10'0"	20'0"	10'0"	22'0"
Compact				
0°	7'6"	14'0"	7'6"	10'0"
30°	7'6"	14'6"	12'6"	12'0"
45°	7'6"	16'0"	10'6"	13'0"
60°	7'6"	16'9"	8'9"	16'0"
90°	7'6"	15'0"	7'6"	22'0"
When parking is in a structure, the structural columns may encroach up to 6" into the parking spaces.				

Figure 8-4D-1: Dimensional Standards

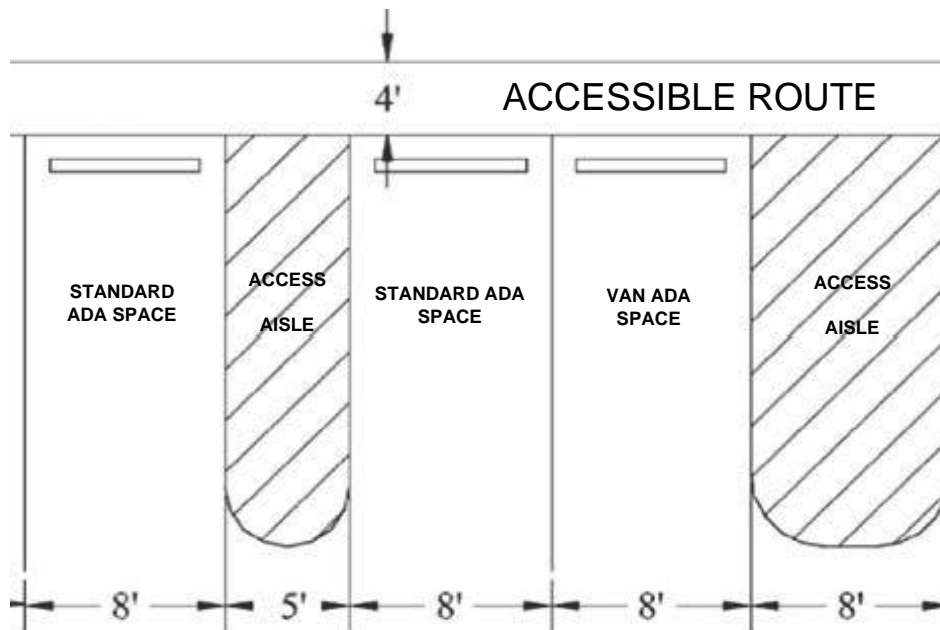


2. Provisions for Accessible Parking:

- a. Accessible spaces shall be located closest to main entrance. When there are multiple buildings or main entrances, accessible spaces shall be distributed equally.
- b. All accessible parking spaces shall be a minimum of 8' in width, 20' in length, and provided a 5' wide access aisle adjacent to space, or 8' access aisle adjacent to a van accessible space.

- c. Single van accessible parking spaces shall be located on the left side of the access aisle.
- d. An accessible route of at least 4' in width shall be provided.
- e. Accessible routes, access aisles, and parking spaces shall:
 - i. Have a firm, stable, slip resistant surface;
 - ii. Not contain slopes in excess of two percent;
 - iii. May not be accessed via steps.
- f. Accessible spaces shall be clearly marked as reserved spaces unless there is only one parking space on site.

Figure 8-4D-2: Accessible Parking Space, Aisle, and Route Standards



Exceptions:

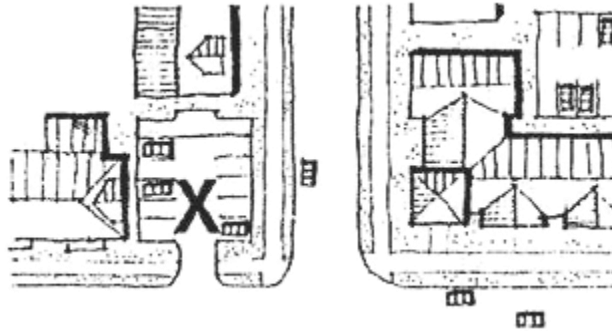
- a. Valet parking facilities are provided with an accessible passenger loading zoning located on an accessible route entrance to the facility.
 - b. Accessible spaces shall be located closest to main entrance. When there are multiple buildings or main entrances, accessible spaces shall be distributed equally.
3. General Provisions for Location of Parking Areas:
- a. No part of any parking area for more than ten (10) vehicles shall be closer than twenty feet (20') to any dwelling unit, school, hospital or other institution for human care located on an adjoining lot, unless separated by screen in

compliance with the provisions as set forth in article I, "Landscaping And Tree Protection Provisions", of this chapter.

- b. If a parking area is located on the same lot with a single-family dwelling unit, the parking area may be located within the front yard required for such building only if parking elsewhere is not feasible or possible.
 - c. Parking areas shall not be located closer than four feet (4') to any established public street other than a road designated as an alley.
 - d. A pedestrian route that is compliant with ADA standards must be provided from the parking to the front entrance.
 - e. Parking shall be provided on-site unless permitted by the provisions set forth in section 8-4D-6 of this article.
4. Location and Design of Parking Spaces for Residential Uses:
- a. Parking for residential dwelling units shall be located not more than three hundred feet (300') from the dwelling structure.
 - b. The size of the required parking space(s) for single family dwelling unit(s) shall be at least ten feet by twenty feet (10' x 20'). Garage spaces shall be measured from the exterior dimensions.
 - c. Other requirements apply to the location of garages and carports as set forth in article B, "Design Provisions for Residential Structures", of this chapter.
5. Nonresidential and Mixed-Use Developments: Location of parking spaces and lots for nonresidential uses and mixed-use developments:
- a. Parking shall be located not more than one-fourth (1/4) mile from the use, measured as walked via public right-of-way or easement as otherwise dedicated to the public.
 - b. Parking lots shall not be located within forty feet (40') of a corner.
 - c. Parking spaces shall not interfere with the visibility and access to the main building entrance.
 - d. Off street parking spaces shall not be located in any required landscape area.

Figure 8-4D-3

Acceptable And Unacceptable Location for A Parking Lot



6. Other Requirements: Other requirements that apply to the location, layout, and design of parking lots:
 - a. Parking lots shall be designed in compliance with the requirements as set forth in article C, “Design Provisions for Nonresidential Structures”, of this chapter.
 - b. Parking lots shall be designed in accordance with article I, “Landscaping and Tree Protection Provisions”, of this chapter.
 1. Parking Area Access Requirements:
 - a. Parking areas shall be designed in such a manner that any vehicle leaving or entering the parking area from, or onto, a public or private street shall be traveling in a forward motion. Except for an alley and parallel spaces, driveway configurations which require backing in, from, or out onto the street, are not allowed.
 - b. Parking areas shall be designed so that all vehicles are able to turn around within the site boundaries.
 - c. Access driveways for parking areas shall be located in such a way that any vehicle entering, or leaving, such an area shall be clearly visible by a pedestrian, or motorist, approaching the access or driveway from a public or private street. Access shall conform to the clear vision requirements in section 8-4E-3, “Public Street Connections”, of this chapter and the vehicle and pedestrian circulation standards in section 8-4E-4, “Internal Circulation Standards”, of this chapter.
 8. Accessible Parking: Parking areas shall conform to Americans with Disabilities Act (ADA) standards for parking spaces and current adopted building code standards.
- B. Improvements:
1. Surface: All off street parking areas and driveways into and through a parking area shall be dustless material, including, but not limited to, asphalt, concrete, pavers, infiltration pavers, paver bricks, or recycled asphalt.

- a. This standard shall not apply to temporary uses.
 - b. Residential uses may provide a substitute surface material where it can be demonstrated that the materials do not generate dust.
 2. Drainage: All parking and loading areas shall provide proper drainage of surface water to prevent the flow of water onto adjacent properties or walkways.
 3. Wheel Restraints: All off street parking areas for nonresidential uses shall be provided with a substantial wheel restraint to prevent cars from encroaching upon abutting private and public property or overhanging beyond the designated parking stall dimensions. This standard shall not apply to temporary uses.
 4. Overhangs: When a bumper overhangs onto a sidewalk or landscape area, the parking stall dimensions may be reduced two feet (2') in length if two feet (2') is added to the width of the sidewalk or landscaped area planted in ground cover. No parking shall be allowed to encroach on adjacent property, in the landscape area, or across pedestrian pathways.
 5. Lighting: Any parking area for nonresidential uses which is intended to be used during non-daylight hours shall be properly illuminated to avoid accidents. Any lights used to illuminate parking lots shall be so arranged as to reflect the light away from the adjoining property and be on a motion detector or timer.
- C. Bicycle Parking Facilities: Space for bicycle parking shall be provided consistent with the following location and design standards:
1. Bicycle parking spaces shall:
 - a. Be a minimum space six feet (6') long by two feet (2') wide;
 - b. Be located as close as possible to the building entrance(s);
 - c. Be separated by a physical barrier to protect the bicycle from damage by motor vehicles if located within a vehicle parking area. The physical barrier can be curbs, poles, wheel stops, or other similar features;
 - d. Not impede pedestrian or vehicular circulation, and should be harmonious with their environment. The facilities shall be incorporated, whenever possible, into the structure's design or street furniture; and
 - e. Be located in highly well lighted areas to minimize theft and vandalism.
 2. The bicycle support shall:
 - a. Support bicycles in a stable position without damage to the frame, wheels, or other components;
 - b. Provide for a bicycle to be locked to the frame and front wheel with one lock;
 - c. Be securely anchored to the lot surface so bicycles cannot be easily removed and shall be of sufficient strength to resist theft and vandalism; and

- d. Not be placed too close to a wall or other obstruction so as to make use difficult. There shall be sufficient space (at least 24 inches) besides each parked bicycle to allow easy access.

8-4D-4 PARKING USE STANDARDS:

A. Number Of Spaces: No use shall provide less than the minimum or more than the maximum number of off street parking spaces required under section 8-4D-5, "Required Number Of Off Street Parking Spaces", of this article.

B. Change Of Use: Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements of this article for the new use.

C. Use Of Property; Phased Projects: The use of any property is conditional upon the unqualified continuance and availability of the parking as required by this code. In phased projects, individual phases of the project are exempt from the maximum parking standards, provided that the project does not exceed the maximum allowable parking at build-out.

D. Equivalent Facilities: No required parking area or space provided, as required by this article, shall later be eliminated, reduced, or converted in any manner unless other equivalent facilities approved by the city are provided.

E. Temporary Uses: Required parking spaces shall be used for vehicle parking only, except as may be allowed for a temporary use in compliance with the requirements as set forth in section 8-2C-38, "Temporary Uses", of this title.

8-4D-5 REQUIRED NUMBER OF OFF-STREET PARKING SPACES:

A. Residential Uses: The minimum number of required off street vehicle parking for residential uses shall be in accord with table 8-4D-2 of this subsection.

TABLE 8-4D-2 REQUIRED PARKING SPACES FOR RESIDENTIAL USES		
Use	Total Required Parking Spaces Per Dwelling Unit	Required Parking Spaces Within an Enclosed Garage or Carport
Dwelling, Accessory:	1	
Dwelling, multi-family and Dwelling, Group:		
1 bedroom	1	1

More than 1 bedroom	2	1
Dwelling, single-family attached:		
1 bedroom	2	1
More than 1 bedroom	2	2
Dwelling, single-family detached	2	1
Dwelling, 2 unit:		
1 bedroom	2	1
More than 1 bedroom	2	2
For developments with more than 2 dwelling units there shall be 0.5 additional spaces/unit provided for guest parking.		

- B. All uses that are not defined in Table 8-4D-2: The minimum number of off-street vehicle parking for uses not identified in 8-4D-2 shall:
1. Be required to provide 1 parking space per every gross 300 square foot of structure.
 2. Uses that utilize outdoor space for employees or patrons, such as outdoor events centers, shall provide 1 parking space per every 300 square feet of outdoor space utilized by people. This does not include outdoor patio space for uses that primarily operate indoors.
- C. Accessible Space Required Spaces: The minimum number of Accessible Spaces

Table 8-4D-3: REQUIRED NUMBER OF ACCESSIBLE SPACES	
NUMBER OF REQUIRED PARKING SPACES	MINIMUM NUMBER OF ACCESSIBLE SPACES
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	9 + 2% of the spaces provided over 500

>1000	19 + 1 for each 100 spaces provided over 1000
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1. The number of Accessible spaces required are identified in Table 8-4D-3.
2. If there is one or more accessible space required, there must be at least one van accessible space provided.
3. For every six or fraction of six accessible spaces provided, there shall be at least one van accessible space provided.

D. Bicycle Parking Standards:

1. Bicycle parking facilities shall be provided for any new non-residential structure, or an addition to any non-residential existing structure or any multi-family development of three (3) or more units.
2. Bicycle parking facilities shall be provided in compliance with table 8-4D-3 of this subsection.

**TABLE 8-4D-34
REQUIRED BICYCLE PARKING SPACES**

Type Of Use	Minimum Number Of Bicycle Parking Spaces Required
All nonresidential structures	1 space per 20 vehicle spaces and 1 space per commercial tenant
Multi-family residential structures (3 or more dwelling units) including units in a mixed use project	3 spaces one 1 additional space for every dwelling unit

E. CALCULATION OF REQUIRED SPACES

The number of required parking spaces shall be calculated according to the following rules:

1. Use Determination: The use or uses that best describes the proposed use or uses or the property shall be utilized. If a proposed use is not specifically listed in Table 2 Required Parking Spaces, the decision maker will utilize a ratio of a defined use that is most like the proposed use with regards to automobile usage.
2. Fractions. If the calculation of required parking results in the requirement of a fractional space, such fraction, if one-half or greater (0.5), shall be considered one

additional space; if the fraction is less than one-half, it shall result in no additional spaces.

3. Bedrooms. Where an on-site parking requirement is stated as a ratio of parking spaces to bedrooms, any rooms having the potential of being a bedroom and meeting the standards of the building as a sleeping room shall be counted as a bedroom.
4. Sites with Multiple Uses. If more than one use is located on a site, the number of required on-site parking spaces and loading spaces shall be equal to the sum of the requirements calculated separately for each use.
1. Tandem Parking. Tandem parking that is self-service (as opposed to valet or mechanically operated) cannot account for required parking unless through a conditional use permit or planned unit development. Tandem parking should only be allowed upon the following determinations:
 - a. The tandem parking is in addition to the required parking; or
 - b. The tandem parking will not create conflicts for the users;
 - c. The tandem parking does not have a negative impact on adjacent properties;
 - d. Tandem parking is required because of physical limitations of the site; and
 - e. The standard parking design(s) would have a negative impact on the functional and/or aesthetic value of the site.
2. Compact Parking. The required residential spaces cannot be compact. A maximum of 30% of the parking spaces for guest parking or non-residential may be compact if clearly marked as such on the pavement or curb.
3. Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements of this policy for the new use.
4. Parking of non-residential spaces as reviewed and approved under Garden City Code 8-3C Surel Mitchell Work-Live-Create prior to September 12, 2022, shall not be required to provide additional parking for the non-residential spaces so as long as the use is a use that is primarily for the production or sales of goods and services, and there is no increase in the square footage dedicated to the non-residential use.

8-4D-6 STANDARDS FOR EQUIVALENT PARKING FACILITIES:

1. Equivalent Parking Facilities:
 - a. No required parking serving any use may be reduced in amount or changed in design, location, or maintenance below the requirements for such use, unless equivalent substitute facilities are provided.
 - ~~b.~~ Alternatives to providing on-site parking may be achieved by utilizing criteria found in Table 5 Equivalent Parking Facilities.

- e.– If requesting an equivalent parking facility:
- i. Adequate documentation shall be required to demonstrate the requested on-site reduction is warranted.
 - ii. Adequate documentation shall be required to demonstrate compliance.
 - iii. All contracts, agreements, and programs shall provide legally binding documentation.
 - iv. Reductions pertain only to the parking spaces that are subject to the method that is employed.

Table 5 EQUIVALENT PARKING FACILITIES

METHOD and DESCRIPTION	APPLICABILITY	REQUIREMENTS	CRITERIA	MAXIMUM ALLOWED REDUCTION	Commentary not intended to be codified
Auto Reduction					
<p>Parking Time Limits/ Pay for Parking</p> <p>Paid parking and parking time maximums keep the available stock of on-site parking fluid.</p>	<p>Residential guest parking and non-residential uses</p>	<ul style="list-style-type: none"> All parking dedicated to the non-residential use or guest parking that is requesting a reduction must have the time limit or hourly parking fee. Must have agreement with towing company or other enforcement mechanism to ensure compliance Documentation demonstrating that the program will be ongoing and effectively managed to meet the purpose is required. 	<ul style="list-style-type: none"> Timeframe established needs to reflect intention of strategy. For example, 2 hours maximum parking, or patrons must pay by the hour 	<p>20% for non-residential uses and 40% of residential guest parking</p>	<p>Requires an ongoing program that is effectively managed.</p>
<p>Unbundle Parking</p> <p>Allow for the choice of other methods of transportation over the cost of paying for parking</p>	<p>Residential uses</p>	<ul style="list-style-type: none"> All off-street spaces shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered 	<ul style="list-style-type: none"> All spaces requesting the reduction must be unbundled. The parking space must be leased or sold at market value. 	<p>15%</p>	<p>Depending on the nature of the development and neighborhood this may exacerbate on street parking problems.</p>

		<p>first to the potential owners or renters of three-bedroom or more units, second to owners or renters of two-bedroom units, and then to owners and renters of other units. Spaces shall be offered to tenants first. Non tenants may lease with a provision for thirty days to terminate the lease.</p> <ul style="list-style-type: none"> • Renters or buyers of on-site inclusionary affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units. 	<ul style="list-style-type: none"> • The dwellings must be within a development adjacent to public streets with metered or permit parking. 		<p>For example, a tenant may choose on-street parking overpaying for onsite parking.</p>
<p>Car Share</p> <p>A single car would be shared amongst multiple users reduces the need for individual cars</p>	<p>Residential uses</p>	<ul style="list-style-type: none"> • Legal agreement • Documentation demonstrating that the program will be ongoing and effectively managed to meet the purpose is required. 	<ul style="list-style-type: none"> • No surcharge to the user of the shared car • Car must be available to users, except when in use by another user or undergoing maintenance. • Car must be equally 	<p>Three spaces for every car share car provided.</p>	<p>Requires an ongoing program that is effectively managed.</p> <p>There is minimal availability of local services. The locations of vehicles may</p>

			<p>available to all users.</p> <ul style="list-style-type: none"> • A minimum of one car shall be provided for every 10 dwelling units 		not be easily accessible for the users.
<p>Mobility Programs</p> <p>Mobility programs provide an incentive to exact desired behavior.</p> <p>Example mobility programs:</p> <ul style="list-style-type: none"> • Remote work program. • Reduced work week that staggers work weeks for employees. • Reduction in rent for tenants who walk, bike, or 	All uses	Documentation that the program will substantiate requested reduction.	Criteria is set forth based on program.	Up to 40%	<p>Requires an ongoing program that is effectively managed.</p> <p>Award needs to be substantiated as a significant enough award to affect change.</p> <p>As programs are not specified,</p>

<p>take transit to work.</p> <ul style="list-style-type: none"> • Employer paid commute time for those who chose an alternate method of travel. 					
Design Incentives					
<p>Storage</p> <p>Provide locations to store items other than the garage which, then frees space within the garage to park.</p>	Residential uses		<ul style="list-style-type: none"> • Covered bicycle parking, and • A minimum of 5X10 storage required that is in addition to the required garage/ parking area at no additional charge. 	3%	This incentive does not preclude a resident from storing items within the garage.
<p>Parking Agreement</p> <p>Provides parking off-site and allows for flexibility for</p>	All uses	<ul style="list-style-type: none"> • All parties involved with a joint use parking area shall submit a written agreement that is signed by the applicable parties involved and notarized. • The agreement shall specify the following: 	<ul style="list-style-type: none"> • Directional signs must be provided noting the availability of parking. • Parking must be signed and 	100%	Code currently identifies this as an option, but the agreement standards are

changes over time		<ul style="list-style-type: none"> ○ Party or parties responsible for construction; and ○ Party or parties responsible for maintenance ○ The shared use parking agreement may be terminated by the parties only if off street parking is provided in conformance with this article and approved by the planning official prior to the termination. ● The agreement shall be recorded with the Ada County recorder prior to issuance of any permits. 	<p>dedicated for the use(s) utilizing the parking.</p> <ul style="list-style-type: none"> ● There must be continuous, code compliant sidewalk that connects the use to the parking. ● If ADA accessible parking is provided through a parking agreement, there shall be an ADA accessible route between the two locations. ● For non-residential uses, the parking must be within ¼ mile as walked rather 		lacking to be effective.
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			<p>than measured from the shortest distance on a map.</p> <ul style="list-style-type: none"> • For residential uses and ADA accessible, the required parking must be within 300 feet as walked rather than measured from the shortest distance on a map. • Meet criteria for Shared Parking: Different Users on same site • The parking must be complaint parking for all uses utilizing 		
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			<p>the parking area.</p> <ul style="list-style-type: none"> • Parking dedicated to tenants is monitored with stickers/towing, etc. 		
<p>Public Parking System Participation</p> <p>Provides parking off-site and allows for flexibility for changes over time</p>	All uses	<ul style="list-style-type: none"> • There must be an active program adopted by City Council to utilize this method. • An In-lieu fee shall be provided. The amount of the in-lieu fee shall be calculated and paid as set forth in a resolution of the City Council. • Use of Funds. In-lieu fees shall be used for programs to reduce parking impacts including, but not limited to, the costs of any of the following: <ul style="list-style-type: none"> ○ Off-street parking facilities, including acquisition, development, and maintenance. ○ Transit operations for services within Garden City. 	<ul style="list-style-type: none"> • For non-residential uses, the parking must be within ¼ mile as walked rather than measured from the shortest distance on a map. • For residential uses and ADA accessible, the required parking must be within 300 feet as walked rather than measured from the shortest 	100%	<p>This option does not exist currently and requires considerable investment by the city prior to being a viable option. Because of the structure of transportation in Ada County, the city does not receive direct transportation funding. Subsequently, providing augmented dedicated funding to</p>

		<ul style="list-style-type: none"> ○ Transit incentives for ridesharing and transit use; or ○ Bicycle and pedestrian capital facilities or maintenance thereof. 	<p>distance on a map.</p> <ul style="list-style-type: none"> ● There must be continuous, code compliant sidewalk that connects the use to the parking. 		<p>transit or funding to expedite pedestrian improvements, or having match for the city's share of improvements can be challenging. This methodology could provide for a limited revenue source. The fee could be established on a monthly, annual, or lump sum basis.</p>
<p>Shared Parking: Mixed Use</p> <p>Uses on the same or nearby sites utilizing the same parking stalls at separate times.</p>	All uses	<ul style="list-style-type: none"> ● A parking demand study shall be provided that is prepared by an independent traffic engineering professional supports the proposed by demonstrating: <ul style="list-style-type: none"> ○ The principal operating hours of the 	<ul style="list-style-type: none"> ● The parking provided will be adequate to serve each use 	<ul style="list-style-type: none"> ● Public Use in conjunction with: <ul style="list-style-type: none"> ○ Multi-Family Dwelling or eating establish 	<p>Must be uses that are not most active at the same time to allow for offset.</p>

		<p>uses will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces.</p> <ul style="list-style-type: none"> • In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared consistent with the provisions of off-site parking facilities. 		<p>ment-10%</p> <ul style="list-style-type: none"> ○ Retail 30% • Retail in conjunction with: <ul style="list-style-type: none"> ○ Multi-Family Dwelling or eating establishment, - 30% • Multifamily in conjunction with eating establishment - 20% 	
<p>Shared Parking: Live: Work</p> <p>Uses on the same lot where the employee and resident are the same allows for a reduction in employee parking needs</p>	<p>All uses that have a non-residential use that also includes a residence of the business owner or an employee on the same site</p>	<ul style="list-style-type: none"> • Documentation demonstrating primary residency and full-time employment are on-site for each individual for which a parking reduction is requested. 	<ul style="list-style-type: none"> • Calculation of the parking minimums and maximums shall be the total of all the non-residential and residential uses on site. 	<ul style="list-style-type: none"> • Reduction of one space for each full-time resident whose primary employment is also at the same property. 	<p>Depending on the “work” uses, there may not be a true off-set</p>

<p>Shared Parking: Residential Surplus</p> <p>Larger developments will have a surplus of parking due to the frequency of guests to the ratio of required spaces and the percentage of occupants who may have varied auto needs.</p>	<p>Residential uses</p>		<ul style="list-style-type: none"> • Must be a development of a density of 14 units/ acre or more 	<ul style="list-style-type: none"> • Multifamily dwellings that are greater than 20 units may provide for one space per two bedroom units after the first 10 two or > bedrooms units have been parked per Table 8-4D-2 • After the first 5 guest parking spaces are provided per Table 8-4D-2, a guest parking space ratio for 1 guest space per every 10 units beyond the initial 10 spaces may be applied 	
<p>Motorcycle Parking</p>	<p>Non-residential</p>		<ul style="list-style-type: none"> • Each motorcycle space must be at least 	<p>0.6% reduction</p>	<p>Motorcycle use constitutes a small amount</p>

Motorcycle parking requires less space than automobile parking. This preserves space and therefore, reduces costs dedicated to parking			four feet wide and seven feet deep.		of Vehicle Miles Traveled, estimated at 0.6%
Affordable Housing Due to the demand on household budgets that are below the AMI (Area Median Income) there is less availability to be able to afford a vehicle.	Residential uses	<ul style="list-style-type: none"> Documentation demonstrating legally binding program. 	<ul style="list-style-type: none"> Program must provide 15 years or more of affordable housing. Must provide each unit with a transit pass for each of the years that the units are dedicated to affordable housing. 	<ul style="list-style-type: none"> 50 % reduction for the portion of the housing that is dedicated to 60-31% AMI 75 % reduction for the portion of the dwelling units that are dedicated to 30% or less of AMI 	This becomes an incentive to produce affordable housing.
Transit incentives					
Transit Pass Providing a pass, it makes it more convenient to the resident or employee to	All uses	<ul style="list-style-type: none"> Documentation demonstrating legally binding program. 	<ul style="list-style-type: none"> The pass must be provided annually Transit passes must be provided to 	<ul style="list-style-type: none"> 5% 	Requires an ongoing program that is effectively managed.

<p>choose transit. Depending on the size of the development or employer it also creates a volume of ridership at a concentrated location.</p>			<p>all employees of non-residential or per bedroom of residential</p>		<p>Service frequency and availability of transit may preclude this choice.</p>
<p>Transit Funding Provided dedicated funding to Valley Regional Transit so that they can provide better services. More convenient and usable services may result in increased ridership.</p>	<p>All uses</p>	<p>Legal agreement for annual funding with the city.</p>	<ul style="list-style-type: none"> Funding must be provided annually. 	<ul style="list-style-type: none"> The fee for space reduction shall be based on an adopted fee schedule. Up to 50% total reduction 	<p>VRT estimates that service is equivalent to \$100/hour of service. A suggested fee schedule would be 1 space reduction per every \$1,000 provided</p> <p>Requires an ongoing program that is effectively managed if annual.</p> <p>There may be fluctuating</p>

					costs to provide funding of transit operations
<p>Shuttle Services</p> <p>The shuttle services would allow for a parking facility to be further away than the ¼ walkable</p>	Non-residential uses		<ul style="list-style-type: none"> • Shuttle service is free to employees • Shuttle operates during optimal times for employee use • Shuttle picks up at locations that has parking available. • Shuttle must pick up and drop off within 300 feet as walked from the use. 	<ul style="list-style-type: none"> • The number of spaces needed for employees • Reduction for 80% employee parking 	<p>Requires an ongoing program that is effectively managed.</p> <p>There needs to be an associated strategy such as a parking agreement.</p>
<p>Construction of Transit infrastructure</p> <p>Comfortable and safe access to transit stops will promote the use of transit.</p>	All Uses	<ul style="list-style-type: none"> • The cost to construct the infrastructure. • Infrastructure must be approved by Valley Regional Transit and Garden City as a viable transit supportive infrastructure, such as, but not limited to sidewalk not 	<ul style="list-style-type: none"> • The fee for space reduction shall be based on an adopted fee schedule. 	75%	A suggested fee would be 1 space per \$20,000 of improvement s. This is intended to be equivalent to the cost of a

<p>Potential infrastructure may include sidewalks, bicycle lanes, bus shelters, pull-outs, self-service bike station (bike share), etc.</p> <p>Providing construction of facilities off-sets costs that can be reallocated to operations, potentially facilitating more frequent service. More convenient and usable services may result in increased ridership.</p>		<p>adjacent to subject site, a bike share program, or bus shelter.</p>	<ul style="list-style-type: none"> • Improvements must be beyond that which is already required by code (such as code required sidewalk installation adjacent to the subject project) • Infrastructure must be within $\frac{1}{4}$ walkable mile rather than measured from the shortest distance on a map • Infrastructure must be fully compliant (e.g., a 		<p>structured parking space</p> <p>Transit services may be lacking in desired area, causing a lag of increased ridership</p> <p>May require off-site construction to be practical</p>
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			sidewalk street connection must be detached and provide street trees, and if applicable, on street parking)		
Bicycle incentives					
Bicycle Facilities Easier and more comfortable bicycling facilities results in employees and patrons may be more willing to bike.	Non-residential uses		<ul style="list-style-type: none"> • No free on-site vehicular parking provided to employees • Showers and covered bicycle parking must be provided to free of charge • Showers and bicycle parking must be provided on site • Location for personal storage such 	2%	Biking is unfavorable in weather conditions such as extreme heat or cold or rain and snow. Certain users may also be deterred from biking at night. Finally lack of safe and comfortable connections will result in some users

			as a locker or personal office space of personal items such as shampoo, clothing, towel must be provided.		choosing a different method of transportation .
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2. Reductions to On-site parking:

Required parking for any use may be reduced through an approval of a conditional use permit or a planned unit development. Parking reductions will be specific to the use that is evaluated. A change of use will nullify a parking reduction or increase approval.

- a. Criteria for Approval of a Parking Reduction. The decision maker may only approve reduced parking if it finds that:
 - i. The subject property is deprived the rights and privileges enjoyed legally by other properties in the vicinity because of the parking requirements.
 - ii. Special conditions, including, but not limited to, the nature of the proposed operation; transportation characteristics of the use and, or persons residing, working, or visiting the site exist that will reduce the parking demand at the site beyond that which could be reasonably achieved through utilizing the criteria of Table 5 EQUIVALENT PARKING FACILITIES.
 - iii. The use(s) will adequately be served by the proposed on-site parking; and
 - iv. Parking demand generated by the project will not have an impact on the supply of on-street parking in the surrounding area.
- b. Parking Demand Study. In order to evaluate a proposed project’s compliance with the above criteria, a parking demand study that substantiates the basis for granting a reduced or increased number of spaces shall be submitted. The study should minimally provide the following information:
 - i. A statement documenting the need for a reduction in parking.

- ii. A detailed site plan and parking space count.
- iii. Anticipated occupant load per the current adopted building code for all structures on site.
- iv. Anticipated number of outdoor patrons of the site.
- v. Documentation providing verification of conditions that warrant a parking reduction or increase.

8-4D-7 OFF STREET LOADING STANDARDS:

A. Off Street Loading Space Requirements:

- 1. Off street loading spaces for nonresidential uses where there may be the sales of goods on site or the manufacture of goods on site shall be provided as set forth in table 8-4D-4 of this subsection.

TABLE 8-4D-6
REQUIRED LOADING SPACES

Gross Floor Area in Square Feet	Required Type And Number Of Spaces
0 to 36,000	1 type B
36,001 to 100,000	1 type A and 1 type B
Each additional 75,000 or fraction thereof	1 additional type A

2. Type A spaces shall be not less than twelve feet (12') in width and thirty five feet (35') in length. Type B spaces shall be not less than fifteen feet (15') in width and sixty five feet (65') in length. All spaces shall have fourteen feet (14') of vertical clearance.
3. On-site drive aisles, on-site parking, or private roads can be designed to have a dual purpose to accommodate the required loading.

B. Off Street Loading Access Requirements:

1. Access driveways for parking areas shall be located in such a way that any vehicle entering or leaving such an area shall be clearly visible by a pedestrian or motorist approaching the access or driveway from a public or private street. Access shall conform to the clear vision requirements and the vehicle and pedestrian circulation standards in article E, "Transportation And Connectivity Provisions", of this chapter.
2. Except for an alley, loading areas shall be designed so vehicles shall not back out into the street; or project into the public right of way or setback area.
3. Convenient access to loading spaces shall be provided with not less than fifteen feet (15') in width.

C. Off Street Loading Requirements Adjacent to A Residential District:

1. No Type B off-street loading space shall be located closer than fifty feet (50') to a residential district unless fully enclosed or within an enclosure of walls twelve feet (12') high.
2. No Type B off-street loading space shall face an abutting residential district.

TABLE 8-2B-1 ALLOWED USES IN ALL BASE ZONING DISTRICTS:

- Change the use of a "Parking Facility" to a conditional use permit in the R-3 Zoning District

GARDEN CITY CODE 8-3D-3 (C) NEIGHBORHOOD COMMERCIAL NODE [Parking]:

- Repeal section

GARDEN CITY CODE 8-1C-3 PROPERTY MAINTENANCE

- **New Provision:** Prohibit loading from impeding bicycle lanes, multi-use paths, sidewalks, or vehicular travel on public roads.
- **New Provision:** No routine non-residential on street parking is permitted unless in conjunction with permit parking.
- **Provision Relocated from 8-4D-4(F):** Parking of one commercial vehicle as defined in chapter 7 of this title per property may be allowed at a residential dwelling, provided it is operated by the occupant and used to commute from home to work at an off-site location or used as part of an approved home occupation.
- **Provision Relocated from 8-4D-4(F):** Vehicles without current registration shall not be parked or stored on any residential property other than in an enclosed space; and
- **Provision Relocated from 8-4D-4(F):** One boat and one travel trailer less than six feet (6') in length may be stored in the side or rear yard at a residential dwelling.
- **Provision Relocated from 8-4D-7:** Any off-street loading space located within fifty feet (50') of a residential district shall not operate between the hours of ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M.

GARDEN CITY CODE 5-1-4 STOPPING, STANDING OR PARKING

Should the Council opt for metered or a parking permit process GCC **5-1-4 Stopping, Standing or Parking** will need to be amended to allow for parking on-street for over 48 hours if legal and in conjunction with a parking permit.