

**19.125.020 Location.**

Required off-street parking facilities shall be located as specified below. Where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For a single-household dwelling or duplex: On the same lot as the building the parking will serve;
- B. For multi-household developments containing three or more units: Not more than 200 feet from the building the parking will serve;
- C. For religious facilities, hospitals, bed and breakfast inns, rooming and boarding houses, and long-term care facilities: Not more than 150 feet from the facility the parking will serve.

**19.125.060 Shared use of parking facilities.**

A. For shared parking facilities, parking requirements specified in MTMC 19.125.120 may be met by adding the number of all such required spaces for each separate function and dividing the total by the appropriate factor from the Shared Factor Matrix in subsection A of this section, provided that the director at his sole discretion may determine that any proposed shared parking use has special characteristics that need to be taken into account and, in such cases, shall require a parking study to be submitted for review and shall make a determination whether the Shared Factor Matrix or other information shall be used to determine the amount of required off-street parking spaces for shared or joint use. In so doing, the director may require more parking spaces than would otherwise be required through use of the Shared Factor Matrix. The director shall determine which functions, if any, from said matrix are most appropriate to the proposed development or use, taking into account any site-specific factors.

B. The Shared Factor Matrix below provides for shared off-street parking based on function, in conjunction with other requirements of this chapter.

**Shared Factor Matrix**

Function	with				Function
RESIDENTIAL					RESIDENTIAL
LODGING					LODGING
OFFICE			1		OFFICE
RETAIL		1.1	1.1		RETAIL
	1.4	1	1.4		
	1.2	1.7	1.7	1.2	
	1.3	1	1.3		
	1.2	1.2			
	1				

C. The following conditions shall apply to shared vehicle parking provided to meet the minimum number of off-street parking spaces requirements pursuant to MTMC 19.125.060.B or the shared parking provisions of this section.

- 1. The building or use shall be located on the same lot as the off-street parking, except as provided pursuant to item 2 of this subsection.

2. Required parking facilities for any building or use shall be allowed on a separate lot subject to all of the following conditions:
  - a. The building or use must be within an 800-foot radius of the parking facilities, but not across an arterial road unless within one block of a signalized intersection.
  - b. The applicant shall present to the department for recording with the county auditor or successor agency a properly drawn legal instrument, consistent with the requirements of this chapter, conveying an easement that is forfeitable only upon approval by the director and that runs with the land to provide for a certain number of parking spaces that shall be available for parking by the applicant or his successors on the site containing the easement. The document must show the location of any alternative site and the number and location of parking spaces being provided on the alternative site, excluding any spaces that are otherwise required for another use pursuant to the provisions of this chapter. The document is subject to review and approval by the City Engineer. The cost of the City's review and recording of said document shall be paid by the applicant.
  - c. If for any reason, the parking being provided on the alternative site becomes unavailable, the property owner of the site for which the parking is not available shall provide additional parking elsewhere, consistent with the requirements of this chapter.
3. Parking spaces shared in common among more than one business or organization on any site shall not be designated for exclusive use by any individual business or organization, except as one of the following conditions applies: (1) the parking facilities were legally established for multiple owners or tenants prior to April 30, 2008 in association with the use of a building built prior to April 30, 2008; (2) the number of parking spaces provided on the site has not been reduced from any number that would otherwise be required, pursuant to MTMC 19.125.120, for each individual business or use on the site; or (3) joint parking facilities are provided pursuant to subsection C.2 a of this section.
4. In mixed-use development, at least one parking space per dwelling unit must be designated exclusively for residential use and shall not count in the calculation of shared parking spaces pursuant to subsection B of this section. A deviation may be allowed for a structure that contains park and ride facilities, if a parking study demonstrates the adequacy of an alternative ratio acceptable to the City's traffic engineer or designee.
5. Religious facilities that operate primarily on a Saturday or Sunday may share their parking facilities with other uses that operate primarily on weekdays or a weekend time that is separate from the religious facility's use by at least one hour, provided that the facility has an adequate amount of parking for its own regular use, including the required spaces for any school or other regular operations of the religious facility. Sharing of parking spaces for such uses is subject to review and approval by the department to ensure an adequate amount of off-street parking is provided pursuant to MTMC 19.125.120.
6. For governmental facilities that include two or more uses with parking needs separated by at least one hour from each other, such as a public assembly area that is primarily used on evenings or weekends and an office area that is primarily used on weekdays, the required parking spaces for the public assembly area and the office area may be entirely shared. Sharing of parking spaces for such uses is subject to review and

approval by the department to ensure an adequate amount of off-street parking is provided pursuant to MTMC 19.125.120.

7. During construction work on a site, parking for the affected use may be shared temporarily at a ratio that is less than would otherwise be required for a period not to exceed one month, unless a temporary use permit has been granted. If shared parking to accommodate construction is needed for a period longer than one month, an applicant shall apply to the department for a temporary use permit. This requirement does not apply to any temporary parking facilities approved by the department prior to April 30, 2008.

**19.125.120 Required off-street parking spaces.**

A. Except within the BC/D district or as otherwise provided by this chapter, each development must provide a minimum number of off-street parking spaces in proportion to specific types of functions based on the following table. The director has the sole discretion to determine which function applies to any development. In this section, “GFA” is an abbreviation for gross floor area of the building or portion of building that will be used for a function. Calculation of the minimum number of parking spaces shall not include stacking lanes or loading dock spaces.

<u>Function</u>	<u>Minimum Number of Parking Spaces</u>
Auto-related services	5 spaces for each 1,000 square feet of GFA
Offices and medical clinics:	3 spaces for each 1,000 square feet of GFA
Retail (excluding eating/drinking uses):	3.5 spaces for each 1,000 square feet of GFA
Eating/drinking establishments:	5 spaces for each 1,000 square feet of GFA or 6 spaces for each 1,000 square feet of GFA for any facility with more than 1,000 square feet of GFA
Lodging (hotel, motel, inn):	1 space for each unit/suite
Multiple-household dwellings:	As required by the district in which located
Single-household dwellings:	2 spaces per dwelling
Public assembly areas:	1 space for each 4 seats
Light manufacturing:	2 spaces for each 1,000 square feet of GFA

Exceptions to the table in this subsection include the following:

1. For any use that does not clearly match with a more general function listed in said table or for any specific use that has special characteristics that may require a different amount of parking than would typically be needed by the more general function, as either is determined by the director, a parking study shall be required, provided that, as an alternative, the director may require the development to provide a certain amount of parking spaces for the specific function or use based on nationally accepted standards.

2. For purposes of this section, eating/drinking establishments that include other uses, such as gaming or recreation that are more than incidental, shall have 12 parking spaces per 1,000 square feet of GFA, unless the director approves a different number based on the findings of a submitted parking study.

3. For public assembly areas, the director may impose a requirement of 1 parking space for each 50 square feet of GFA, instead of 1 space for each 4 seats, or may

determine an alternative parking requirement, based on findings of a submitted parking study or nationally accepted standards.

4. For office, medical, retail, restaurants, light manufacturing, or similar uses, the applicant may submit a parking study to demonstrate a parking demand that varies from the minimum number of spaces otherwise required by this chapter. Pursuant to subsection B.1 of this section, the director may approve a different number of parking spaces than otherwise required, based on the findings of the submitted parking study.

5. For public parks, no specific minimum number of off-street parking spaces is required.

6. For transportation facilities and parking garages, no minimum number of off-street parking spaces is required.

7. Stacking lanes shall be required in addition to the minimum number of parking spaces for all drive-in or drive-through facilities.

B. The following conditions shall apply to review and enforcement of the number of parking spaces required pursuant to this chapter:

1. When a parking study is submitted by an applicant pursuant to the provisions of this chapter, the study shall be reviewed by the City's traffic engineer or designee, who shall do one of the following: (a) accept the findings of the study; (b) require a new parking study by a qualified professional acceptable to both the applicant and the City's traffic engineer; or (c) take other appropriate action. The costs of any parking study and the City's review time for the study shall be paid by the applicant.

2. Approval of business licenses and certificates of occupancy is subject to verification that the required parking spaces are provided consistent with this chapter or that the director determines the use will not otherwise create actual parking deficiencies, taking into account all uses on the site. Noncompliance with applicable provisions of this chapter is cause for denial or revocation of the business license or certificate of occupancy.

#### **19.125.130 Bicycle parking.**

A. In any development required to provide six or more vehicle parking spaces, bicycle parking shall be provided, except as otherwise exempted by this subsection. Bicycle parking facilities for any development that meets the threshold defined in this subsection shall be provided by the property owner or development applicant as follows:

1. For single-household dwellings, bicycle parking facilities are not required.

2. For development legally established prior to April 30, 2008, bicycle parking facilities are not required, except that if an existing building is expanded after said date by at least 500 square feet, bicycle parking requirements shall apply.

3. For development of any new building greater than 500 square feet on a site, bicycle parking facilities must be provided.

4. For multiple-household dwellings, bicycle storage standards shall apply pursuant to MTMC 19.35.090 and additional storage or parking pursuant to this section is not required.

B. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles up to a maximum of 24 bicycle spaces. The following standards apply:

1. All bicycle parking facilities shall be securely anchored to the ground or to a

structure.

2. Bicycle facilities for patrons shall be located to the extent possible within 100 feet of a building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.

3. All bicycle parking and storage shall be located in secure locations that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use. Except as required otherwise, the facilities may be located on private property or within the planting area of a public right of way.

4. The installation of bicycle parking facilities is subject to approval through the City's permitting process.