Staff Report
Public Hearing
November 23, 2026
Case A26-0753 – Parking – UDO Text Amendment

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Request

Staff requests that Town Council consider revisions to the Town of Boone Unified Development Ordinance (UDO) Articles 14, 15, 24, and 31 in order to bring standards into alignment with recent statutory changes relating to parking requirements.

Session Law 2026-39 dictates that no zoning regulation shall require an off-street parking lot to meet a minimum number of parking spaces per development. Staff has presented changes that remove parking minimums from multiple different areas of the UDO. Article 24 has been re-written and re-organized with no references to minimum parking requirements and removal of some outdated language.

Parking regulations in regards to uses 1.07-1.16 have been removed, these changes are separate to the requirements of Session Law 2026-39. Staff is also recommending modifying the landscape requirements in Article 31 in regards to use 15.01 Parking lot as a primary use to require landscape buffers associated with parking lots but reduce the extra buffer requirements.

This Staff Report outlines the amendments proposed to the UDO in response to recent changes in North Carolina law. Articles 14, 15, and 31 are shown with traditional track changes. Due to the amount of changes necessary with Article 24, a clean version of the re-written Article is shown first with the old Article language shown after.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

leave a sustainable and equitable town for future generations.	

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Planning Principle 4

Encourage development and connections that better balance the needs of pedestrians, drivers, cyclists, and transit users.

Opportunities will be sought to improve the street patter and connectivity, thereby increasing travel options, potentially decreasing vehicle miles, reducing congestion, and improving safety.

- A connected street pattern will be the preferred network for future development and redevelopment unless prevent by streams, steep slopes, or other barriers.
- Well-connected streets will be designed with short blocks and alleys and include sidewalks and street trees to facilitate walking.
- Streets and trails will have high connectivity within and between neighborhoods and commercial districts.
- Bicycle and pedestrian trails with supporting amenities will be integrated into new development and areas undergoing redevelopment.
- Enhance connectivity to community amenities; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible.

Goals & Policies

Goal 1.1 A SUSTAINABLE BUILT PATTERN

Boone's interwoven natural and built environments will promote social, environmental, and fiscal sustainability while aiming to reduce auto- dependence and the roots of traffic congestion. The town will be a leader of green building design and climate responsibility.

Policy 1.1.2: Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of "communities within a community" - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches1 (residential), and safe multimodal transportation infrastructure design.

Goal 4.1 LOCAL GOVERNANCE THAT IMPLEMENTS THE COMMUNITY'S VISION

Local government is easy to understand, navigate, and engage with. Local policies and actions advance the long-term best interests of the community.

Policy 4.1.1: Continued Excellence in Transparency

Continue to make governance and government decision-making accessible and transparent to all residents.

Policy 4.1.2: Proactive Community-Driven Planning

Promote ongoing, community-driven neighborhood and small area planning that delivers area-specific targeted zoning, capital investment, and programmatic solutions throughout Boone.

Policy 4.1.3: Engage Hard-To-Reach Populations

Actively seek to include hard-to-reach populations in engagement efforts. Where possible, track participant demographics to identify participation gaps.

Policy 4.1.4: Accessible and Understandable Documentation

Seek to make key Town documents, such as the annual budget and the capital improvements program, user-friendly and accessible to the general public.

Policy 4.1.5: Promote Strategic Planning

Where it would be beneficial, conduct strategic plans across the Town government and within specific departments.

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's Unified Development Ordinance ☐**is** OR ☐**is not** consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

_____

_____

_____

***Note 1**: describe elements of controlling land use plans and how the plan is or is not consistent.*

Vote 2: The Planning Commission recommends ☐**approval** OR ☐**denial** of Ordinance #A26-0753 within Exhibit A and ☐**approval** OR ☐**denial** is reasonable and in the public interest because:

Note 2

_____

_____

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***Note 2**: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.*

Town Council Action Required – November 23, 2026

No Council action is anticipated at this meeting. Final consideration would occur at a future Town Council meeting (anticipated to be December 9, 2026) upon receipt of the Planning Commission's recommendations.

Staff Report Exhibit A: Ordinance #A26-0753

ORDINANCE # A26-0753

AN ORDINANCE TO REVISE THE UNIFIED DEVELOPMENT ORDINANCE

WHEREAS, the Boone Town Council desires to modify the Unified Development Ordinance to modify UDO standards to reflect recent statutory changes, and

WHEREAS, the Boone Town Council held a duly-noticed public hearing on November 23, 2026, with respect to this ordinance; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

WHEREAS, the Town Council finds that it is in the best interest of the Town and its citizens that Town Council directly consider and, with input from the public as deemed appropriate by Council; and

WHEREAS, the Boone Town Council is authorized to enact this Ordinance pursuant to its zoning authority under G.S. Chapter 160D, Article 6;

NOW THEREFORE, BE IT ORDAINED BY THE BOONE TOWN COUNCIL THAT:

SECTION 1. The Town of Boone Unified Development Ordinance ("UDO") is hereby revised as set forth in the attached **Exhibit A** to this Ordinance, which is incorporated by reference, with deletions and additions shown in ~~red~~ and blue respectively:

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. In the event any section, subsection, subdivision, paragraph, subparagraph, item, sentence, clause, phrase or word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or adjudication shall not affect the remaining provisions of this ordinance, which shall remain in full force and effect as if the portion so declared or adjudged invalid or unconstitutional was not originally a part of this ordinance.

SECTION 4. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this the 9th day of December, 2026.

The Honorable Dalton George, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

Staff Report Exhibit B: UDO Text Amendment

Article 14 Zoning District Regulations

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14.23.01 The Wellness District (WD) is established to provide an area-specific zoning district located around the local hospital to promote a diverse mixture of medical, education, office, retail and residential uses within a compact, vibrant pedestrian-oriented center while encouraging community interaction and transportation options. The Wellness District is guided by the goals, objectives, policies, and standards of the Wellness District Small Area Plan.

…

J. Parking Standards. Except as provided herein, development within the WD district shall meet the standards in Article 24 Parking.

1. Vehicular Parking:

   a. All parking serving the site ~~and counted toward minimum parking requirements~~ shall be located on the site or within 1,200 feet of the building entrance if located off-site.

   b. Parking between the public street and the building is not permissible. Exceptions: no more than one bay of parking is to be permitted to avoid large expanses of parking separating the building from the sidewalk.

~~c. Wellness District Education Use Minimum Parking Requirements:~~

~~i. Instructional Labs / Classrooms: 4 spaces/classroom~~

~~ii. Lecture Halls: 1 space/3 seats~~

~~2. Parking Reductions: In order to promote a pedestrian-oriented, human-scale, urban form and multi- modal access, parking reductions are allowed as provided below. The permit-issuing authority may adjust the minimum/ maximum number of parking spaces required when one or more of the following is applicable:~~

~~a. The Planning Administrator may approve parking reductions for live-work developments or residential units specifically designated for Wellness District business.~~

~~b. A 10% reduction in the number of required parking spaces for businesses oriented to pedestrian traffic.~~

~~c. A 10% reduction in the number of required parking spaces for developments located adjacent to a public greenway system with pedestrian/ bike linkages and designated bicycle parking areas.~~

~~d. A 20% reduction in the number of required parking spaces is permitted for developments located along a public transit line with designated transit stops located within a walking distance of 1,320 feet and operating service from 6:00~~

~~AM to 6:00 PM where service intervals are no longer than 15 minutes during peak commute hours.~~

~~e. To limit the amount of impervious surfaces dedicated to parking on each lot, shared parking is encouraged. A shared parking analysis prepared by a registered licensed professional transportation engineer in North Carolina using the Urban Land Institute (ULI) Shared Parking Model (latest edition) or a study showing excessive, unused parking by one owner to be shared with another owner must be submitted. A written agreement between landowner s acknowledging the number of shared parking spaces must be submitted and agreed to by the permit issuing authority.~~

~~f. A parking study, prepared by a licensed professional engineer, illustrating the required parking ratios do not accurately apply to a specific development.~~

~~g. If the number of required off-street parking spaces cannot be reasonably provided on the property associated with the principal use, then spaces may be provided on adjacent or nearby lots, satellite parking lots may be located up to a half-mile (0.5 mi) from the principal use building if served by a transit line, shuttle, or located along a dedicated pedestrian sidewalk or greenway trail. Written permission from the owner/person responsible for the satellite parking spaces must be provided. The applicant shall provide written acknowledgement that continuing the validity of his permit depends on his continuing ability to provide the requisite number of parking spaces.~~

~~3.~~2. **Parking Structures:** Parking structures are strongly encouraged to consolidate parking, and to encourage walking and better utilization of the land.

a. Parking structures are encouraged to be located at the interior of a block or under buildings, not visible from the public right-of- way. Ground floor commercial uses, or space adaptable for future commercial use, are encouraged to be integrated into the structure located along the public street.

b. Parking structures shall not have exposed structured parking at the ground floor level along street frontages.

c. If parking structures are located along the public right-of-way, building setbacks, scale, height requirements and architectural design standards are applicable with trees and foundation plantings installed to soften the parking structure façade.

d. Parking structures should be designed so ramps are hidden from view of the street or public right-of-way.

e. Structures should be constructed of the same building materials as the district buildings.

Article 15 Limited Use Requirements

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15.02 Manufactured Home Park

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15.02.02 General Requirements for the Manufactured Home Park

A. There shall be at least one (1) entrance sign identifying the park which meets the requirements of Article 26.

B. There shall be a designated office which may be a manufactured home.

C. There shall be a designated space on the grounds for mail service for the residents of manufactured home park.

D. Storage buildings utilized by the park for materials and equipment must be located a minimum of twenty-five feet (25') from any residential unit within the park and a minimum of twenty-five (25') feet from any property line.

E. Streets:

1. No individual manufactured home space may have direct vehicular access to a public street.
2. Access to each manufactured home space must be provided by a private street constructed to the standards as set forth in Article 23.
3. All streets in the manufactured home park intersecting another street shall have a stop sign that conforms to the NC Department of Transportation specifications.
4. Each street shall have a permanent street sign installed with an approved (Fire Marshall approval required) designated name identifying each street.

F. Parking:

~~1. Two (2) off-street parking spaces must be provided within each manufactured home space.~~

~~2. Parking spaces shall be constructed to the standards as set forth in Article 24 Parking.~~

~~3.~~1. Off-street parking areas shall be at least four feet (4') away from any ~~unit~~manufactured home.

~~4.~~2. An applicant may utilize on-street parking if the private street within the manufactured home park is designed and constructed to accommodate on-street parking.

~~5.~~3. A combination of off-street and on-street parking is allowed.

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15.03 1.07 Duplex; 1.08-1.10 Townhouse; 1.11-1.13 Multi-Family Dwelling; 1.14-1.16 Multi-Family Dwelling In Mixed Use (unless specifically excluded)

15.03.01 Applicable standards described in this Section are required for Uses 1.07-1.16 and apply to all of the following:

A. New construction, whether such construction constitutes a new development or an expansion of an existing development;

B. Multi-family dwelling units created by a change in use of a portion or all of an existing development to multi-family use; and

C. Renovation or replacement of a portion or all of an existing multi-family development when the costs of renovation or replacement trigger the requirements of Article 7 for compliance with this Ordinance.

15.03.03 Each new multi-family development shall meet the following standards:

A. A townhouse style design and a mixture of unit configuration and sizes per development shall be encouraged. No one type of dwelling units, as defined by the number of bedrooms, shall comprise more than 50% of the total units.

~~**B.** Parking shall be limited to a maximum of two (2) spaces per unit and a clearly designated parking area for visitors.~~

~~1. The square footage of the parking designated for visitors may not exceed ten percent (10%) of the total parking area. A minimum of twenty-five percent (25%) of units shall have a garage or carport.~~

~~2. If freestanding, garages and carports shall be architecturally integrated with the development. To the greatest extent practicable, parking shall be located behind or underneath proposed building(s).~~

~~C.~~B. A livability space ratio of .50 must be met for the development. Fifty percent (50%) of the required livability space shall be designated to a defined area exclusively for the use of ground floor units. This space must consist of a common yard with accompanying private outdoor space for each ground level unit, or individual yards contiguous with the unit served. Either configuration must provide direct access from all ground floor units. The remaining livability space shall be designated for the use of the development as a whole as recreation space and shall be located so as to provide for direct auditory, visual, and physical access from the dwelling units served.

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15.05 Homestay Rental

A homestay rental is the lease of up to two bedrooms of a residence by its full-time resident for transient overnight lodging accommodations for compensation for any period of less than thirty (30) days. A homestay rental is considered a "Lodging" use under this UDO. Any use that comes within the purview of another use under this ordinance (e.g., motel, hotel, boarding house, etc.) shall be governed by the terms of that use and not as a homestay rental.

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~~**15.05.15** A homestay rental must provide, at a minimum, the greater of one dedicated parking space per bedroom or one dedicated space per two (2) adult renters of the homestay rental premises. Any~~

~~required parking space(s) may not be located on a street right of way and must conform to all applicable parking regulations of this ordinance..~~

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15.13 Bed and Breakfast Category 1 and Bed and Breakfast Category 2

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15.13.02 Bed and Breakfast Category 2

A. Without limiting the applicability of other Ordinance requirements, a Bed and Breakfast Category 2 is subject to Article 25 Community Appearance Standards as well as Article 31 Landscape Standards.

B. The Bed and Breakfast, Category 2 shall be occupied by the owner or managing agent during the time the Bed and Breakfast is open for business.

C. No display of goods, products, services, or other advertising shall be visible from outside the building.

D. Activities other than lodging, a morning meal, and an afternoon and/or evening refreshment may be provided.

E. Exterior lighting shall be residential in nature and shall not be directed towards adjacent properties.

F. Parking:

~~1. Off-street parking shall be provided at one (1) space per guest room plus one (1) additional space for every two guest rooms. Dining areas open to the public must provide an additional 12 spaces for every 1000 square feet of dining area or part thereof.~~

2. Parking shall be on the same lot on which the Bed and Breakfast establishment is located.

3. Parking shall be located at the rear of the lot.

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15.14 Vacation Rental

A vacation rental is the lease of a dwelling with up to six bedrooms for transient overnight accommodations for any period of less than thirty (30) days. A vacation rental is considered a "Lodging" use under this UDO. A vacation rental includes the leasing of any dwelling or portion thereof for any period of less than thirty (30) days that does not qualify as a homestay rental under this ordinance; provided, that any use that comes within the purview of another use under this ordinance (e.g., motel, hotel, boarding house, etc.) shall be governed by the terms of that use and not as a vacation rental.

Notwithstanding the foregoing, the full-time resident of a dwelling (as defined at section 15.05.02 above) may rent out their dwelling for up to two (2) weeks in any calendar year and

such rental shall not be deemed a vacation rental under this section 15.14 but rather shall be considered an incidental use of the dwelling that does not require approval or permitting under this Article.

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~~**15.14.02** A vacation rental is required to provide at least one (1) parking space per bedroom, which may not be located on any street right of way and must conform to all applicable parking regulations of this ordinance.~~

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15.29 Community Garden

~~**15.29.01** A community garden must meet the parking requirements of Article 24 but must provide no fewer than two (2) off-street parking spaces.~~

15.29.02 A five foot (5') undisturbed buffer shall be provided along the perimeter of the cultivated area.

15.29.03 In low density residential districts, users are restricted to residents within a ¼ mile of the community garden.

15.29.04 A community garden shall be placed or designed to minimize impacts to adjacent properties, including run-off of water and chemicals.

Article 24 Parking

24.01 Parking Requirements

24.01.01 Except as otherwise specifically provided, the standards herein are applicable to all parking within the Town of Boone.

24.01.02 All parking spaces must be located outside of the public right-of-way and shall be designed to prevent vehicles from encroaching onto sidewalks, multi-use paths, or vehicular travel lanes. Parking spaces shall be designed so that vehicles do not extend onto adjacent properties or damage any walls, vegetation, or other obstruction.

24.01.03 Except as otherwise expressly provided herein, all parking shall be located on the same parcel as the use to be served.

24.01.04 The number of parking spaces provided at the time of approval of the development may not be subsequently increased without the written approval of the permit-issuing authority upon proper written application.

24.01.05 Parking maximums and recommended minimums are based on the use(s) of the property. Table 24.01 may be utilized to assist in determination of sufficient parking.

Table 24.01 – Parking Allowances

Land Use	Parking Spaces	
	Maximum	Recommended Minimum
A-1 Secondary Suite A-3 Accessory Dwelling Unit T-1 Temporary Family Health Care Structure T-2 Temporary Construction or Repair Dwelling T-3 Temporary Construction Trailer 3.07 Homestay Rental (per rented room)	2	1
1.01 Single-Family Dwelling 1.02 Manufactured Home "Class A" 1.03 Manufactured Home "Class B" 2.01 Family Care Unit A-21 Caretaker's Residence	-	2
1.06 Duplex (each unit) 1.07 Duplex (each unit) 1.08-1.10 Townhouse (each unit)	3 *plus;* 1visitor per 5 units	1
1.05 Manufactured Home Park	120% of Recommended Minimum	2 per home lot *plus;* 1 visitor per 10 Home lot *plus;* 2 for Manufactured Home Park Employees
1.11-1.16 Multi-Family	1.25 per bedroom	0.7 per bedroom
1.17 Adult Living Community	120% of Recommended Minimum	1 per unit *plus;* .5 visitor per dwelling unit
3.01 Home for Survivors of Domestic Violence 3.06 Vacation Rental	2 per bedroom	1 per bedroom
2.02 Family Care Institutions 2.03-2.04 Residential Re-Entry 2.05 Residential Care Facility 2.06 Fraternity or Sorority Dwelling 3.02-3.03 Shelter for Homeless	120% of Recommended Minimum	1 per 4 beds *plus;* 1 for every two staff members
2.07 Boarding House 3.04-3.05 Bed and Breakfast 3.08 Motel 3.09-3.11 Hotel	120% of Recommended Minimum	1.25 per rentable room *plus;* 10 per 1000 ft^2 of restaurant *plus;* 20 per 1000 ft^2 per meeting/banquet room
16.01 Mini-Storage A-10 Produce Stand	1 per 1000 ft^2 GFA	1
4.07 Post Office, Distribution	2 per 1000 ft^2 GFA	2

Land Use	Parking Spaces	
	Maximum	Recommended Minimum
14.01-14.10 Manufacturing 16.02 Outdoor Storage 16.03 Warehouse 16.04 Fuel Storage Facility 17.02 & 17.03 Trucking or Freight Terminal A-24 Chemical Storage Facility		
10.01-10.05 Daycare 11.27 Gas Station	3 per 1000 ft^2 GFA	2
11.01 Kennel 11.02-11.03 Veterinary Office/Hospital 11.04 & 11.05 Financial Institution 11.09 ABC Store 11.10 Personal Service Establishment 11.11-11.13 Retail Store 11.14 Business or Professional Office 11.15-11.18 Medical Office 11.20 Medical Emergency Response 11.21 Open Air Market 11.28 Car Wash 11.29 Seasonal Retail Activities and Amusements 12.01-12.13 Recreation 18.0 Waste Related Uses 19.0 Particular Activities which Pose Particular...	5 per 1000 ft^2 GFA or outdoor area used for principal use	-
11.30 Electric-Vehicle Charging Station	1 per EV charger plug *plus;* 1 for maintenance vehicle parking	-
11.06 – 11.08 Restaurant	12 per 1000 ft^2 GFA	-
4.03 Funeral Home Establishment 4.04 Crematorium	12 per 1000 ft^2 of visitation area *plus;* 1 per every 2 seats in the chapel.	-
4.06 Post Office	1 per employee *plus*; 5 per 1000 ft^2 GFA	1 per employee
6.01-6.02 Non-Government Utility Facility	3 per facility	-
7.01-7.08 Telecommunication	1 per service provider	-
8.01-8.04 Assembly	1 for every 2 seats in sanctuaries/chapels *plus;* 3 per 1000 ft^2 for daycares	-

Land Use	Parking Spaces	
	Maximum	Recommended Minimum
9.01-9.08 Education	5 per classroom	1 per classroom
11.22 Vehicle Sales and Service 11.23 Equipment Sales and Service 11.24 Moped Sales and Service 11.25 Boat or Marine Craft Sales and Service	3 per 1000 ft^2 GFA *plus;* 2 per 1000 ft^2 of outdoor display *plus;* 2 per service bay	1 per employee
4.01 Airport/Land Strip 4.02 Heliport 4.05 Cemetery 4.08 Animal Sanctuary 5.0 (5.1-5.16) Government Uses 11.19 Hospital 11.26 Impound Lot/Towing Service 13.01-13.09 Agricultural Uses 17.01 Passenger Terminals A-19 Helistop T-8 Temporary Non-Fixed Site Event Venue	As determined by the Administrator	As determined by the Administrator

24.01.06 Maximum Parking; Excess Parking

A. An applicant may be allowed additional parking in excess of the maximum established per Table 24.01 above in the following instances:

1. The applicant is proposing to develop structured parking and is proposing extra spaces that will be available for public use and/or for shared or satellite parking as defined in this Article.

2. In the R3 and B3 districts, an applicant may be allowed additional parking spaces in surface parking lots in excess of the maximum established per Table 24.01 above in the following instances:

i. The additional parking spaces are to be used for shared parking or satellite parking, as defined in this Article, or for public use, and

ii. The applicant provides an increased landscape buffer in the areas of the parking lot. Ex: Type A is required and is increased to Type B.

B. Maximums may be adjusted by the permit-issuing authority when the applicant provides reliable and persuasive evidence (which may include but is not necessarily limited to a parking demand analysis prepared by a qualified engineer) demonstrating that maximum

parking allowed per the provisions of this Article is inadequate to meet the parking needed for the development.

24.01.07 Maximums may be adjusted by the permit-issuing authority when the applicant provides a parking demand analysis prepared by a qualified engineer demonstrating that maximum parking allowed per the provisions of this Article is inadequate to meet the parking needed for the development.

A. A parking demand analysis shall include, at a minimum:

1. Estimates of parking demand based on reliable data collected from comparable uses or based on external data from credible research organizations; and
2. Be based on developments and/or uses that are comparable in density, intensity, bulk, scale, type of activity and location; and
3. Studies must document the source of all data used to develop the recommended requirements; and
4. The submitted study must include all source materials and data logs used to develop the recommendation as exhibits to the recommendation; and
5. The submitted demand study must include an executive summary that succinctly outlines the methodology and recommendation.

24.02 General Design Requirements

24.02.01 Unless no other alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing into a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, but a design requiring backing onto arterial streets is to be avoided unless there is no reasonable alternative.

24.02.02 All vehicle accommodation areas shall designate parking space for handicapped persons in accordance with all applicable codes.

24.02.03 Except for single- or two-family dwellings and excluding vehicle accommodation areas designed for two (2) vehicles or less, all vehicle accommodation areas shall be surfaced with a bituminous paving or NCDOT standard ABC stone. ABC stone may not be used on vehicle accommodation areas with slopes greater than five percent (5%).

24.02.04 Uninterrupted areas of parking shall be limited to 25 spaces. Parking lots with more than 25 spaces shall be broken up by landscape features, which can include natural features designed to handle stormwater runoff.

24.02.05 Driveway Requirements

A. Driveways, including a shared driveway to no more than two lots, serving a single-family or a two-family dwelling shall be at least 12' in width. This 12' travel lane shall be kept free of any overhanging branches or landscape material to a height of 13'6" to allow access by responding fire apparatus. However, wider widths or a vehicle turnaround for larger

vehicles may be required to satisfy fire protection requirements when a driveway exceeds 200'.

B. Unless required differently under the NC Fire Prevention Code, all other driveways shall not be less than twelve feet (12') in width for one-way traffic and eighteen feet (18') in width for two-way traffic.

C. Parking areas shall be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. Curb cuts shall be minimized in width and number.

D. **Neighborhood Protection Standards:** No driveway (entry or exit) serving any non-residential use may be within twenty-five feet (25') of an adjacent residentially zoned property unless no other options are available. This requirement shall not apply to an adjacent property that contains a mix of commercial and residential uses.

24.02.06 Parking Space and Drive Aisles Size Requirements

A. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces meet the size requirement in Table 24.02.

B. Parking area aisle widths shall conform to the requirements in Table 24.02, which varies the width requirement according to the angle of parking.

C. In parking areas containing ten (10) or more parking spaces, compact spaces may be utilized in the following situations.

1. Multi-Family uses may provide up to thirty-five percent (35%) of the parking spaces for compact cars.
2. All other uses may provide up to twenty-five percent (25%) of the parking spaces for compact cars.
3. Compact spaces must be signed and/or marked as "compact".
4. Compact must be dispersed throughout the parking area with no more than three (3) side by side.

Table 24.02 Geometric Design Standard for Parking

Geometric Design for Standard Automobiles

Parking Angle (degrees)	Stall Width (Feet)*	Stall Depth (to Curb) (feet)	Aisle Width (feet)	Stall Width Parallel to Aisle (feet)	Module Width (feet)	Bumper Overhang (feet)
0	9.5	N/A	12.0	23.0	31.0	N/A
45	9.0	17.5	12.0	12.7	47.2	2.0
60	9.0	19.0	16.0	10.4	54.0	2.5
75	9.0	19.5	23.0	9.3	62.0	2.5
90	9.0	18.0	24.0	9.0	60.0	3.0

Geometric Design for Compact Automobiles

Parking Angle (degrees)	Stall Width (Feet)*		Stall Depth (to Curb) (feet)	Aisle Width (feet)	Stall Width (Parallel to Aisle (feet)	Module Width (feet)	Bumper Overhang (feet)
	Multi-Family	Other Uses					
0	8.0	8.0	N/A	11.0	1.0	27.0	N/A
45	7.5	8.0	16.0	11.0	10.5	43.0	2.0
60	7.5	8.0	16.7	14.0	8.7	47.4	2.3
75	7.5	8.0	16.3	17.4	7.8	50.0	2.5
90	7.5	8.0	15.0	20.0	7.5	50.	2.5

**Note: Stall width shall be measured perpendicular to the vehicle not parallel to the aisle.*

24.02.07 Parking Locations

A. Parking located in the B1DC, B1DI, R1, R1A, R1C, R1S, R2, and RA zoning districts shall be located in the rear or to the side of the principal structure when possible. This requirement shall not apply to residential uses.

B. Parking lots serving non-residential or multi-family developments should be interconnected where possible. The administrator may vary ordinance standards to allow for more interconnectivity. Access shall be coordinated between adjoining properties for vehicles, pedestrians and bicycles.

C. **Neighborhood Protection Standards**: Parking outside of an enclosed structure of more than four (4) motor vehicles between the principal building and the street is prohibited on any lot used for purposes that fall within the following principal use classifications: 1.01, 1.02, 1.03, 1.04, 1.05, and 1.06.

D. To the extent practical, property located at a street intersection shall not have parking, loading/unloading, or service areas within 25' of the street corner.

24.02.08 Vehicle Movement Requirements

A. Vehicle accommodation areas of all developments shall be designed so sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.

B. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

24.03 General Maintenance Requirements

24.03.01 Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicular accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

24.03.02 Vehicle accommodation areas surfaced with bituminous paving shall be appropriately marked with painted lines, directional arrows, or other markings. Parking spaces in areas surfaced with NCDOT standard ABC stone shall be marked whenever practicable.

A. When new parking areas are installed or parking areas are modified in any way the demarcations required for the parking area shall be inspected and if the demarcations are not visible to reasonable person(s) the markings must be repaired.

B. Required striping covered by a weather event shall not be considered out of compliance, so long as the demarcations are uncovered in a reasonable time.

24.03.03 All signage, related to the parking area(s), required by the Town of Boone shall remain visible and in good working order.

24.03.04 All permits required in relation to the general maintenance of parking areas shall be required to have the following, other requirements may be necessary based on the type of work proposed.

A. The existing parking layout along with the new parking layout with any changes highlighted for review.

B. The traffic patterns to allow for proper traffic movements throughout the parking area during the proposed work. Should the work be done after working hours for the associated uses, that should be noted on the application.

C. The plan shall identify all stormwater devices in the area to be worked on and provide measures to prevent contaminants from reaching the stormwater system.

24.03.05 Repaving of parking areas shall require a zoning permit to ensure the new parking lot and associated pavement markings remain in compliance with the standards set by this Article.

24.03.06 Use of pavement or asphalt sealant, coating or like product (hereafter referred to as "sealant") shall require a zoning permit.

A. Any sealant may only be used in conformity with its manufacturer's specifications and is further subject to the following requirements:

1. As part of the permit application, the applicant must disclose the date the sealant will be applied, the location of the area to which the sealant will be applied, the type of sealant which will be applied and such other information as the Administrator shall request.
2. A sealant may not be applied unless the pavement and air temperatures at the location of the application, at all times during application and for at least forty-eight hours thereafter, are and are predicted to be at least fifty-five degrees (55°) Fahrenheit and stable or rising, but less than eighty degrees (80°) Fahrenheit.
3. A sealant may not be applied during rainy or wet weather.
4. Any person applying a sealant must have on site for ready inspection by the Administrator a copy of the manufacturer's specifications for application of the sealant.

B. Additional Requirement for Non-Coal-Tar-Based Sealants: In addition to the foregoing requirements of Subsection 24.04.04(A), a non-coal-tar-based sealant may not be applied

if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied, or at the time application begins there is more than a fifteen percent (15%) chance of precipitation predicted by the National Weather Service for any portion of the forty-eight (48) hours following the anticipated completion of the application.

C. Additional Requirement for Coal-Tar-Based Sealants:

1. In addition to the requirements of subsection 24.03.05(A), a sealant containing coal tar may not be applied if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied; at the time application begins there is a ten percent (10%) or more chance of precipitation predicted for any period within the forty-eight (48) hours following the anticipated completion of the application; or if at the time application begins, there is more than a twenty (20%) percent chance of precipitation predicted for any period within seven (7) full days following the anticipated completion of the application, each as predicted by the National Weather Service.

2. A sealant containing coal tar may never be applied to a surface, any part of which is located within a flood way, nor to a surface, any part of which is within 200 feet from the closest point of any natural watercourse, and shown on a map labeled as the "NC Stream Map" as produced by the North Carolina Stream Mapping Project (http://www.ncstreams.org)" on file with and available through the Administrator.

3. A sealant containing coal tar may only be applied to a surface, any part of which is located in an area of special flood hazard, if buffering is placed along all portions of the downslope perimeter of the surface sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight, laid end to end, shall be considered sufficient to meet the requirements of this paragraph.

4. A sealant containing coal tar may only be applied to a surface, any part of which contains a storm drain, if buffering or filters are placed around the full perimeter of the storm drain sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight forming an unbroken perimeter around a storm drain shall be considered a sufficient buffer and filter to meet the requirements of this paragraph.

24.04 Shared Parking Requirements

24.04.01 A parking area may contain spaces for different uses. Leasing of parking spaces in an existing legally permitted or legally nonconforming parking lot is permissible and does not require a change of use.

24.04.02 Bicycle parking may be provided in a common area of a shared parking area for adjacent sites.

24.04.03 An applicant proposing the use of shared parking must:

A. Demonstrate that the applicant has the express legal right to use the spaces in question; and

B. Provide the shared use agreement detailing how the spaces will be shared among the uses.

24.05 Satellite Parking

24.05.01 Parking spaces may be provided on adjacent or nearby lots in accordance with the provisions of this Section. These off-site spaces are referred to in this Section as satellite parking spaces.

24.05.02 All satellite parking spaces must be located within ¼ mile of a public entrance of a principal building housing the use associated with such parking, or within ¼ mile of the lot on which the use associated with such parking lot is located if the use is not housed within any principal building.

24.05.03 The applicant wishing to take advantage of the provisions of this Section must present satisfactory written evidence that the applicant has the legal right to use the satellite parking spaces.

24.06 Loading and Unloading Areas

24.06.01 Whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area, located at the rear, side or end of the business, must be provided initially and continually in accordance with this Subsection to accommodate the delivery or shipment operations in a safe and convenient manner. The permit-issuing authority may require more or less loading and unloading area if reasonably necessary to serve the development.

24.06.02 Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this Ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading requirements of this Section cannot be satisfied because there is not sufficient area available on the lot that can be practicably be used for loading and unloading, then the applicant need only comply with this Section to the extent reasonably possible.

24.06.03 The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. For the purpose of this Section, the off-street loading and unloading space shall have the minimum dimensions of twelve feet (12') by fifty-five feet (55') and overhead clearance of fourteen feet (14') from street grade.

24.06.04 Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (I) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

24.06.05 No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

24.06.06 Loading and unloading areas shall either be signed with proper signage or contain markings in the area noting it as a loading and unloading zone.

24.07 Bicycle Parking

24.07.01 The number of bicycle spaces included in the required bicycle parking facilities shall be determined by the following table of uses. Use descriptions are abbreviated and are for descriptive purposes only. when alternative measures are associated with a particular use, e.g., "2, or 1 per 20 units," the measure providing the higher number of bicycle parking spaces shall be used.

A. When required, the minimum number of bicycle parking spaces for any multi-family or non-residential use is two (2) spaces or one (1) rack.

B. A single "inverted U" bicycle parking rack will count as two bicycle parking spaces.

Table 24.03 – Bicycle Parking Requirements

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
1.0 Household Living	1.01 Single-Family Dwelling 1.02 Manufactured Home "Class A" 1.03 Manufactured Home "Class B" 1.06 Duplex 1.07 Duplex	-	-
	1.05 Manufactured Home Park	1 per 20 beds	
	1.08-1.10 Townhouse 1.11-1.13 Multi-Family 1.14-1.16 Multi-Family	1 per 20 units	1 per 4 units

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
	1.17 Adult Living Community (Multi-Family Only)	1 per 20 units	1 per 10 units
2.0 Group Living	2.01 Family Care Home	-	1 space per 5 employees
	2.02 Family Care Institutions 2.03-2.04 Residential Reentry 2.05 Residential Care Facility		1 space per 5 employees
	2.06 Fraternity or Sorority Dwelling	1 space per 20 beds	1 space per 10 beds
	2.07 Board Housing	1 space per 20 beds	1 space per 10 beds
3.0 Transient Living	3.01 Home for Survivors of Domestic Violence	2 spaces	2 spaces
	3.02-3.03 Shelter for Homeless	2 spaces	2 spaces
	3.04-3.05 Bed & Breakfast	2 spaces	2 spaces
	3.06 Vacation Rental	2 spaces	2 spaces
	3.08 Motel 3.09-3.11 Hotel	2 spaces	2 spaces
4.0 Institutional Uses	4.01 Airport/Land Strip 4.02 Heliport 4.03 Funeral Home Establishment 4.04 Crematorium 4.05 Cemetery 4.06 Post Office 4.07 Post Office, Distribution 4.06 Animal Sanctuary	2 spaces	2 spaces
5.0 Government Uses	All Government Uses	2 spaces	-
6.0 Non-Governmental Utility Facility	All Non-Government Utility Facility	-	-
7.0 Telecommunications	All Telecommunication Uses	-	-
8.0 Assembly	8.01-8.03 Religious Assembly	1 space per 2,000 ft^2 GFA[6]	1 space per 5,000 ft^2 GFA[6]
	8.04-8.05 Club/Lodge	1 space per 1,000 ft^2 GFA[6]	1 space per 10,000 ft^2 GFA[6]
9.0 Education	9.01-9.05 Education Uses	3 spaces per classroom	.5 spaces per classroom
	9.06-9.09 Education Uses	3 spaces per classroom	.5 spaces per classroom

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
10.0 Daycare	All Daycare Uses	2 spaces	2 spaces
11.0 General Sales & Service	11.01 Kennel 11.02-11.03 Veterinary Office/Hospital 11.04 & 11.05 Financial Institution 11.12 ABC Store 11.14 - 11.15 Personal Service Establishment 11.16-11.18 Retail Store 11.20 - 11.21 Business or Professional Office 11.22-11.25 Medical Office 11.28 Open Air Market	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	11.06 - 11.08 Restaurant	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	11.34 Gas Station	-	-
	11.35 Car Wash	-	-
	11.29 Vehicle Sales and Service 11.30 Equipment Sales and Service 11.31 Moped Sales and Service 11.32 Boat or Marine Craft Sales and Service	-	-
12.0 Recreation & Entertainment Uses	12.01 Indoor Shooting Range	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.03 Indoor Theater 12.05 Event Venue Cat I	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.10 Recreation Cat I	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.04 Outdoor Theater 12.06 Event Venue Cat. II 12.07 Event Venue Cat III	1 space per 2,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.09 Coliseum 12.11 Recreation Cat II 12.12 Recreation Cat III12.01,	1 space per 20 motor vehicle spaces	1 space per 40 motor vehicle spaces
	12.08 Campgrounds/RV Parks	-	-
13.0 Agriculture Uses	All Agricultural Uses	-	-
14.0 Manufacturing	14.01 Microbrewery 14.02 Brew Pub	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	All other Manufacturing Uses	1 space per 10,000 ft² GLA[4]	1 space per 20,000 ft² GLA[4]

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
16.0 Storage	16.01 Mini-Storage 16.02 Outdoor Storage	-	-
	16.03 Warehouse 16.04 Fuel Storage Facility	-	-
17.0 Transportation	17.01 Passenger Terminals 17.02 & 17.03 Trucking or Freight Terminal	-	1 space per 10,000 ft^2 GLA[4]
18.0 Waste Related Uses	All Waste Related Uses	-	-
19.0 Particular Activities which Pose Particular Concerns to Public Health	All Particular Activities which Pose Particular Concerns to Public Health Uses	1 space per 5,000 ft^2 GFA[6]	1 space per 10,000 ft^2 GFA[6]
Accessory Uses	A-1 Secondary Suite A-3 Accessory Dwelling Unit	-	-
	A-10 Produce Stand	-	-
	A-21 Caretaker's Residence	-	-
	A-19 Helistop	TBD	-
	A-24 Chemical Storage Facility	-	-
Temporary Uses	T-1 Temporary Family Health Care Structure T-2 Temporary Construction or Repair Dwelling T-3 Temporary Construction Trailer	-	-
	T-8 Temporary Non-Fixed Site Event Venue	TBD	-

Notes:
1. For uses not listed, or for uses To Be Determined by the Administrator, refer to 24.01.11
2. The minimum number of short-term bicycle parking spaces is 2 unless no bicycle parking is required. In no case shall more than 20 short-term spaces be required.
3.The minimum number of long-term bicycle parking spaces is 2 unless no bicycle parking is required.
4. GLA = Gross Leasable Area
5. DU = Dwelling Unit.
6. GFA = Gross Floor Area and includes both indoor and outdoor space used
7. Calculating spaces based on employees or other occupants must be based on the total number of persons present or on duty at the time of maximum use

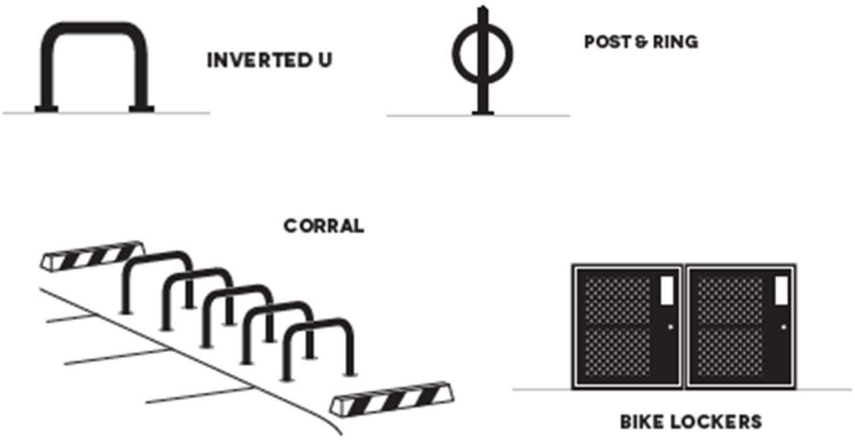
24.07.02 Bicycle Parking facilities shall meet the following standards:

A. Bicycle parking facilities shall conform with the design guidelines promulgated by the Association of Pedestrian and Bicycle Professionals (APBA) as found in the "Bicycle Parking Guidelines" manual.

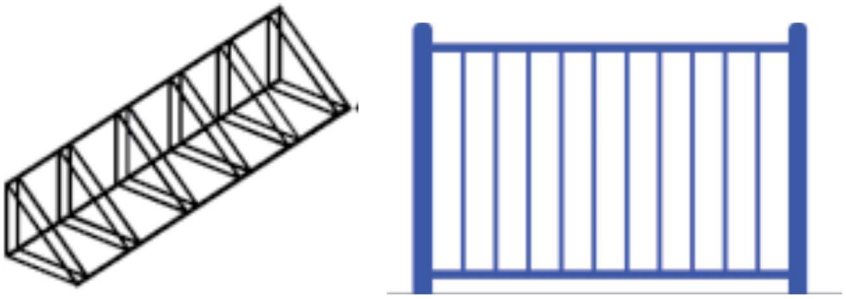
B. Bicycle racks shall provide for at least two (2) points of contact with the bicycle frame and for the locking of at least one wheel using varying types of bike locks (U-lock, wire cable, etc.)

C. All racks must be safe, sturdy and well-anchored.

Examples of acceptable facilities:



Examples of **unacceptable** facilities (because they secure only one wheel):



D. Outside bicycle parking facilities shall be illuminated in conformity with the standards for "Parking Areas" of UDO Section 27.03 and 27.06. Inside bicycle parking facilities shall be illuminated in conformity with the standards for "building entries" of UDO Section 27.03.

E. Areas set aside for outside bicycle parking shall be clearly marked and reserved for bicycle parking only. Where the location of said parking is not easily visible from the street, a sign that does not exceed four square feet (4 ft^2) in area and directs cyclists to parking shall be provided on site and must be visible from the street or from the main building entrance. For purposes of this Section, "main building entrance" shall connote and refer to the primary doorway by which residents, visitors or customers enter and exit a building, whether or not said entrance is oriented facing the public street. Signs shall comply with the MUTCD for Bicycle parking signage.

Examples of acceptable signs:



F. Bicycle parking shall be located so as to avoid impeding or creating a hazard to pedestrians from parked or approaching bicycles, and to avoid creating a hazard to bicyclists or bicycles from automobiles or other motor vehicles. Bicycle racks installed on private sidewalks within the development must provide a clear, unobstructed passage of at least five feet (5') for pedestrians and should be installed at least three feet (3') from the face of any curb. Bicycle racks may not be installed on public sidewalks without the express authorization of the Boone Town Council, subject to such conditions which may be attached to such authorization.

24.07.03 Short Term Bicycle Parking

A. Short-term bicycle parking shall meet the needs of people visiting businesses, institutions and other uses with similar needs – typically lasting up to two (2) hours. Since short-term users are infrequent visitors to these locations, the parking installation should be readily visible and self-explanatory.

B. Parking facilities for short term bicycle parking must be located no farther from the main building entrance than the distance to the closest non-handicap vehicle space, or fifty feet (50'), whichever is greater, and visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances, where the main building entrance is not oriented toward the public street, the parking facilities must be visible from such locations, as determined by the Administrator or permit-issuing authority, which will provide the greatest level of visibility to achieve the dual purposes of security for the bicycles using the facilities and availability to bicyclists visiting the building for the first time.

C. Short term bicycle parking, when allowed within a public right-of-way, should be coordinated with street furniture as applicable and may (but is not required to) be covered.

24.07.04 Long Term Bicycle Parking

A. Long term bicycle parking shall provide for daily, overnight or even longer duration bicycle parking by residents and employees. These users often leave bicycles unattended and unmonitored for extended periods and require exclusive access, additional security and weather protection.

B. Long term bicycle parking shall be covered or enclosed, and must provide security and protection from weather and the elements. Long term parking spaces may include indoor

parking, racks in covered loading dock areas, racks in garage structures, bicycle lockers or other means, and should be incorporated whenever possible into the building design.

24.08 Motorcycle Parking

24.08.01 Motorcycle parking facilities shall meet the following design standards:

A. Each motorcycle parking space shall be no less than eight feet (8') long by four feet (4') wide, and sufficient space for access shall be provided.

B. Motorcycle parking facilities must be visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances, where the main building entrance is not oriented toward the public street, the motorcycle parking facilities must be visible from such locations, as determined by the Administrator or permit-issuing authority, which will provide the greatest level of visibility to achieve security for the motorcycles using the facilities. Motorcycle parking facilities must also include features to provide reasonable security for motorcycles. Designers are encouraged to include fixed features such as rails, hoops, or posts designed to provide a simple locking point to secure a motorcycle or scooter using a chain or similar device.

C. Motorcycle parking facilities shall be clearly marked and reserved for motorcycle parking only, using signage and/or pavement marking determined by the Administrator or permit-issuing authority as adequate to both direct motorcycle riders to the proper facilities and to prevent use of the motorcycle parking facilities by other motor vehicles.

D. The slope of motorcycle parking facilities should be as close to level as possible while still providing adequate drainage. "Adequate drainage" is such drainage as will prevent the buildup of water and ice in included motorcycle parking spaces. Motorcycle parking facilities must have a firm surface capable of supporting the weight supported by the stand of the heaviest of models of motorcycle.

24.09 EV Parking

24.09.01 When parking is provided, one (1) EV Parking space shall be provided for every 30 parking spaces. The maximum number of EV parking spaces required by this section shall be five (5) spaces; however, an applicant may choose to provide more.

24.09.02 EV chargers shall be Level 2 (240 volt) or greater and shall meet the standards as listed in Section 15.65 Electric Vehicle Charging Stations.

24.11 Special Event Parking

24.11.01 Special Event Parking refers to utilization of non-traditional areas for parking during events. (Ex: Utilizing yards for parking during Appalachian State football games)

24.11.02 Special Event Parking shall not require a zoning permit.

24.11.02 Special event parking shall meet the following standards:

A. Special event parking shall not require backing directly into public or private streets.

B. Special event parking shall not cause off-site sedimentation through the tracking of mud or other debris from unpaved parking areas.

C. Special event parking shall allow for all vehicles to be located fully outside of the public right-of-way.

D. Special event parking does not remove any requirements to meet Town Code requirements related to gatherings, noise, or trash.

~~**24.01 Parking Spaces Required**~~

~~**24.01.01** All developments in all zoning districts shall initially and continually provide a sufficient number of permanent off-street motor vehicle and bicycle parking spaces, in compliance with this Article, to accommodate the residents, employees, customers, visitors and others who may spend time at that development.~~

~~**24.01.02** Unless otherwise expressly stated, every development shall provide the parking spaces required per Table 24.01 below and the other provisions of this Article. Parking spaces may be provided in a parking structure. For uses not covered in Table 24.01, the parking requirements shall be as determined by the Administrator as set forth at subsection 24.01.11 below.~~

~~**24.01.03** Unless otherwise expressly stated, these requirements apply as follows:~~

~~**A. New Construction.** Any new buildings or structures must provide parking as required by this Article at such times as a Certificate of Occupancy or other zoning Certificate required for use or occupancy is issued.~~

~~**B. Additions & Renovations.**~~

~~1. A building or site may be renovated or repaired without providing additional parking provided that there is no increase in gross floor area or improved site area, subject to the provisions of subsection I below.~~

~~2. When an existing building, use and/or occupancy is enlarged or expanded to include additional dwelling units, floor area, seating capacity, or other units of measurement used for establishing parking and loading requirements, parking is required for the enlarged or expanded building area, use or occupancy only; *provided, however*, that if the enlarged area, use or occupancy would require an increase of less than ten (10) percent in the required number of parking spaces or fewer than four (4) spaces, no additional motor vehicle parking shall be required.~~

~~**C. Change of Use or Occupancy.**~~

~~1. Upon conversion from one type of use or occupancy to another, or any change in the manner in which the use is constructed that would result in additional parking~~

~~requirements, parking is required for the new use or occupancy; provided, *however*, that if a change in use or occupancy would require an increase of less than ten (10) percent in the required number of parking spaces or fewer than four (4) spaces, no additional motor vehicle parking shall be required.~~

~~*2.* Notwithstanding the foregoing provision, when there is a change in use of the structure(s) on an existing parcel that does not involve any enlargement of a structure is proposed for such lot, and the parking requirements of Section 24.01 that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the applicant need only comply with the requirements of Section 24.01 to the extent that (i) parking space is practicably available on the lot where the development is located, and (ii) satellite parking space is reasonably available. It shall be a continuing condition of the permit authorizing development on such lot that the applicant obtain satellite parking when it does become available.~~

~~Table 24.01 Required Parking by Use:~~

~~Residential Land Uses~~	**~~Minimum Parking Required~~**
~~A-1 Secondary Suite~~ ~~A-3 Accessory Dwelling Unit~~ ~~T-1 Temporary Family health care structure~~ ~~T-2 Temporary Construction or Repair Dwelling~~ ~~T-3 Temporary Construction Trailer~~	~~1 space~~
~~1.01 Single-Family Dwelling~~ ~~1.02 Manufactured Home "Class A"~~ ~~1.03 Manufactured Home "Class B"~~ ~~1.06 Duplex (each unit)~~ ~~1.07 Duplex (each unit)~~ ~~1.08-1.10 Townhouse (each unit)~~ ~~2.01 Family Care Home~~ ~~A-21 Caretaker's Residence~~	~~2 spaces~~
~~1.05 Manufactured Home Park~~	~~2 spaces /Manufactured Home plus,~~ ~~1 visitor parking space/10 Manufactured Homes, plus~~ ~~2 spaces for Manufactured Home Park Employees~~
~~1.11-1.16 Multi-Family~~	~~0.7 space per bedroom~~
~~1.17 Adult Living Community~~	~~1 space/ unit plus~~ ~~.5 visitors parking space/dwelling unit~~
~~3.01 Home for Survivors of Domestic Violence~~ ~~3.06 Vacation Rental~~	~~3 Spaces~~
~~2.02 Family Care Institutions~~ ~~2.03-2.04 Residential Reentry~~ ~~2.05 Residential Care Facility~~ ~~2.06 Fraternity or Sorority Dwelling~~ ~~3.02-3.03 Shelter for Homeless~~	~~1 space/4 1 space/4 beds~~ ~~Residential care facilities plus one space for every two Staff members~~

~~Residential Land Uses~~	~~Minimum Parking Required~~
~~2.07 Boarding Housing~~ ~~3.04-3.05 Bed and Breakfast~~ ~~3.08 Motel~~ ~~3.09-3.11 Hotel~~	~~1.25 space/rentable room, plus 10 per 1000 ft² of restaurant/lounge, plus 20 per 1000 ft² per meeting/banquet room~~

~~Commercial Land Uses~~	~~Maximum Parking Allowed~~
~~16.01 Mini-Storage~~ ~~A-10 Produce Stand~~	~~1 space/1000 ft² GFA~~
~~4.07 Post Office, Distribution~~ ~~14.0 Manufacturing~~ ~~16.02 Outdoor Storage~~ ~~16.03 Warehouse~~ ~~16.04 Fuel Storage Facility~~ ~~17.02 & 17.03 Trucking or Freight Terminal~~ ~~A-24 Chemical Storage Facility~~	~~2 spaces/1000 ft² GFA~~
~~10.0 Daycare~~ ~~11.34 Gas Station~~	~~3 spaces/1000 ft² GFA~~
~~11.01 Kennel~~ ~~11.02-11.03 Veterinary Office/Hospital~~ ~~11.04 & 11.05 Financial Institution~~ ~~11.13 ABC Store~~ ~~11.14 – 11.15 Personal Service Establishment~~ ~~11.16-11.18 Retail Store~~ ~~11.20 – 11.21 Business or Professional Office~~ ~~11.22-11.25 Medical Office~~ ~~11.28 Open Air Market~~ ~~11.35 Car Wash~~ ~~12.0 Recreation~~ ~~18.0 Waste Related Uses~~ ~~19.0 Particular Activities which Pose Particular…~~	~~5 spaces/1000 ft² GFA or outdoor area used for principal use~~
~~11.06 – 11.08 Restaurant~~	~~12 spaces/1000 ft² GFA~~
~~4.03 Funeral Home Establishment~~ ~~4.04 Crematorium~~	~~12 spaces/1000 ft² of visitation area, plus one space per every two seats in the chapel.~~
~~4.06 Post Office~~	~~1 space per employee plus 5 spaces/1000 ft² GFA~~
~~6.0 Non-Government Utility Facility~~	~~3 spaces per facility~~
~~7.0 Telecommunication~~	~~1 space per service provider~~
~~8.0 Assembly~~	~~1 space for every two seats in sanctuaries/chapels plus 3 spaces per 1000 ft² for daycares~~

Commercial Land Uses	Maximum Parking Allowed
9.0 Education	5 spaces per classroom
11.29 Vehicle Sales and Service 11.30 Equipment Sales and Service 11.31 Moped Sales and Service 11.32 Boat or Marine Craft Sales and Service	3 spaces/1000 ft^2 GFA, plus 2 spaces/1000 ft^2 of outdoor display, plus 2 per service bay
1.05 Manufactured Home Park 4.01 Airport/Land Strip 4.02 Heliport 4.05 Cemetery 4.08 Animal Sanctuary 5.0 Government Uses 13.0 Agricultural Uses 17.01 Passenger Terminals A-19 Helistop T-8 Temporary Non-Fixed Site Event Venue	As determined by the Administrator

24.01.05 Exceptions in the B1 Downtown Core District. Development in the B1 Downtown Core District is not required to meet the requirements of this Article, and will be construed as conforming to the requirements of this Article; *provided, however,* that (i) this exception does not apply to multi-family use(s) or Use 3.09 Hotel, Small, and (ii) this exception applies to motor vehicle parking and loading/unloading areas, and does not apply with respect to bicycle parking.

24.01.05 Maximum Parking; Excess Parking

B. The maximum allowed parking spaces for a use subject only to a minimum per Table 24.01 shall be 120% of the required minimum, provided that the applicant may establish the need for a higher maximum as provided at subsection 24.01.09 below.

C. An applicant may be allowed additional parking in excess of the maximum established per subsection (A) above in the following instances:

1. The applicant is proposing to develop structured parking and is proposing extra spaces that will be available for public use and/or for shared or satellite parking as defined in this Article.

2. In the R3 and B3 districts, an applicant may be allowed additional parking spaces in surface parking lots in excess of the maximum established per subsection (A) above in the following instances:

   i. The additional parking spaces are to be used for shared parking or satellite parking, as defined in this Article, or for public use, and

   ii. ii. The applicant provides double the landscape buffer otherwise required under this Ordinance.

24.01.06 Except as otherwise provided herein, all required parking shall be located on the same parcel as the use to be served.

24.01.07 When more than one (1) use is provided on any development or building lot, the parking requirements enumerated herein shall be the sum total of the parking requirements of the various uses, except as otherwise provided herein.

24.01.08 The number of parking spaces provided at the time of approval of the development may not be subsequently reduced or increased without the written approval of the permit issuing authority upon proper written application.

24.01.09 Minimums and maximums may be adjusted by the permit issuing authority when the applicant provides reliable and persuasive evidence (which may include but is not necessarily limited to a parking demand analysis prepared by a qualified engineer) demonstrating that the minimum parking required per the provisions of this Article would result in excess and unnecessary parking for the development, or that maximum parking allowed per the provisions of this Article is inadequate to meet the parking needed for the development.

A. Without limiting the generality of the foregoing, the permit issuing authority may allow deviations from the parking requirements set forth herein when it finds that:

1. A residential development is irrevocably oriented toward the elderly;

2. A business is primarily oriented to walk-in trade.

B. Whenever the permit issuing authority allows or requires a deviation from the presumptive parking requirements set forth herein, it shall enter on the face of the permit the parking requirement that it imposes and the reasons for allowing or requiring the deviation.

24.01.10 When a use is proposed which is not listed in Table 24.01 or is listed "To Be Determined", the permit-issuing authority shall determine the number of spaces required or permitted, as relevant, by referencing the most similar use listed in Subsection 24.01.03 and such other factors as are deemed relevant, including the particular parking demand and trip generation characteristics of the proposed use.

B. If the permit-issuing authority concludes that no reasonably similar use is listed, it may require the applicant to a parking demand analysis prepared by a qualified engineer or such other evidence as it reasonably deems necessary and/or adequate to determine the number of needed or permitted spaces for the proposed use.

C. A parking demand analysis shall include, at a minimum:

i. Estimates of parking demand based on reliable data collected from comparable uses or based on external data from credible research organizations; and

ii. Be based on developments and/or uses that are comparable in density, intensity, bulk, scale, type of activity and location; and

iii. Studies must document the source of all data used to develop the recommended requirements; and

iv. The submitted study must include all source materials and data logs used to develop the recommendation as exhibits to the recommendation; and

v. The submitted demand study must include an executive summary that succinctly outlines the methodology and recommendation.

24.01.11 Allowed Reductions in Parking Requirements for Multi-Family Dwellings

A. The minimum parking required for multi-family dwellings may be reduced for each of the following by the factor indicated, with a maximum reduction of 15%:

1. If the development is located within ½ mile of the Appalachian State University main campus or the Appalachian Health Sciences Building, the minimum parking may be reduced by 10%.

2. If the development is served by a public transit route, with a transit shelter or bus pull-off existing or to be constructed within ¼ mile of the development, the minimum parking may be reduced by 10%; *provided*, that the transit route has capacity to serve the development and that such is demonstrated by the applicant to the reasonable satisfaction of the Administrator. To be entitled to this reduction for a route and/or transit stop that is not currently in existence, the applicant must provide written documentation establishing to the satisfaction of the Administrator that the transit authority will establish the route and/or facility prior to or simultaneously with first occupancy of the development.

3. For every six (6) bicycle parking spaces in excess of the short- or long-term bicycle parking space requirements, the motor vehicle parking requirement may be reduced by one (1) space.

24.01.11 For Residential Uses 1.01 through 1.10, driveways may be used to satisfy minimum on-site parking requirements, provided that sufficient space is available to prevent vehicle encroachment onto sidewalk and/or into adjoining vehicular travel lanes.

(Ord. 20160421, 11-17-2016; Ord. PL00264-021317, 03-16-2017; Ord. PL00258-020917, 04-20-2017; Ord. PL01388-32818, 04-26-2018; Ord. PL02860-071119, 09-19-2019; Ord. PL03076-090919, 11-19-2019; Ord. PL03370-112019, 10-21-2021; A24-0070, 05-22-2024)

24.02 Parking Space Dimensions and Required Widths of Parking Area Aisles and Driveways

24.02.01 Subject to Subsections 24.02.02, 24.02.03 and 24.02.06, each parking space shall contain a rectangular area at least seventeen and one-half feet long (17.5') and nine feet (9') wide. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this Section.

24.02.02 In parking areas containing ten (10) or more parking spaces, a rectangular area of only seven and one-half feet (7.5') in width by fifteen feet (15') in length, may be conspicuously designated as reserved for compact cars in the following situations:

A. Multi-family uses may provide up to fifty percent (50%) of the parking spaces for compact cars.

B. All other uses may provide up to thirty-five percent (35%) of the parking spaces for compact cars.

C. Compact spaces must be signed as "compact".

24.02.03 Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty-three feet (23') by nine-and one-half feet (9.5').

24.02.04 Parking area aisle widths shall conform to the Table 24.02 Geometric Design Standards for Parking Table, which varies the width requirement according to the angle of parking.

24.02.05 Driveway Width

E. Driveways, including a shared driveway to no more than two lots, serving a single family or a two-family dwelling shall be at least 12' in width. This 12' travel lane shall be kept free of any overhanging branches or landscape material to a height of 13'6" to allow access by responding fire apparatus. However, wider widths or a vehicle turnaround for larger vehicles may be required to satisfy fire protection requirements when a driveway exceeds 200'.

F. Unless required differently under the NC Fire Prevention Code, all other driveways for shall not be less than twelve feet (12') in width for one-way traffic and eighteen feet (18') in width for two-way traffic, except that twelve feet (12') wide driveways are permissible for two-way traffic when:

1. The driveway is no longer than fifty feet (50'), and

2. The driveway provides access to not more than six (6) spaces, and

3. Sufficient turning space is provided so that vehicles need not back into a public street.

Table 24.02 Geometric Design Standards for Parking

Geometric Design for Standard Automobiles

Parking Angle (degrees)	Stall Width (Feet)*	Stall Depth (to Curb) (feet)	Aisle Width (feet)	Stall Width Parallel to Aisle (feet)	Module Width (feet)	Bumper Overhang (feet)
0	9.5	N/A	12.0	23.0	31.0	N/A
45	9.0	17.5	12.0	12.7	47.2	2.0
60	9.0	19.0	16.0	10.4	54.0	2.5
75	9.0	19.5	23.0	9.3	62.0	2.5
90	9.0	18.0	24.0	9.0	60.0	3.0

**Note: Stall width shall be measured perpendicular to the vehicle not parallel to the aisle.*

Geometric Design for Compact Automobiles

	Stall Width (Feet)*					

Parking Angle (degrees)	Multi-Family	Other Uses	Stall Depth (to Curb) (feet)	Aisle Width (feet)	Stall Width (Parallel to Aisle (feet)	Module Width (feet)	Bumper Overhang (feet)
0	8.0	8.0	N/A	11.0	1.0	27.0	N/A
45	7.5	8.0	16.0	11.0	10.5	43.0	2.0
60	7.5	8.0	16.7	14.0	8.7	47.4	2.3
75	7.5	8.0	16.3	17.4	7.8	50.0	2.5
90	7.5	8.0	15.0	20.0	7.5	50.	2.5

**Note: Stall width shall be measured perpendicular to the vehicle not parallel to the aisle.*

(Ord. PL00258-020917, 04-20-2017; Ord. A24-0095, 05-22-2024)

24.03 General Design Requirements

24.03.01 Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing into a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, but a design requiring backing onto arterial streets is to be avoided unless there is no reasonable alternative.

A. Neighborhood Protection Standards: No driveway (entry or exit) serving any non-residential use may be within twenty-five feet (25') of an adjacent residentially zoned property unless no other options are available. This requirement shall not apply to an adjacent property that contains a mix of commercial and residential uses.

24.03.02 Vehicle accommodation areas of all developments shall be designed so sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.

24.03.03 Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

24.03.04 Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

24.03.05 All vehicle accommodation areas shall designate parking space for handicapped persons in accordance with the state Building Code.

24.03.06 **Location of Residential Parking:** Parking outside a substantially enclosed structure of more than four (4) motor vehicles between the front building line of the principal building and the street is prohibited on any lot used for purposes that fall within the following principal use classifications: 1.01, 1.02, 1.03, 1.04, 1.05, 1.06.

24.03.07 Vehicle accommodation areas shall be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. Curb cuts shall be minimized in width and number.

~~**24.03.08** To the extent such can be reasonably avoided, property located at a street intersection shall not have parking, loading, or service areas within 25' of a corner.~~

~~**24.03.09** Uninterrupted areas of parking lot shall be limited to 36 spaces. Parking lots with more than 36 spaces shall be broken by landscape features, which can include natural features designed to handle storm water runoff.~~

~~**24.03.10** Multiple parking lots serving a non-residential or multi-family development should be interconnected where reasonably possible.~~

~~**24.03.11** Except for single- or two-family dwellings and excluding vehicle accommodation areas designed for two (2) vehicles or less, all vehicle accommodation areas shall be surfaced with a bituminous paving or NCDOT standard ABC stone. ABC stone may not be used on vehicle accommodation areas with slopes greater than five percent (5%).~~

~~**24.03.12** Parking spaces in areas surfaced with bituminous paving shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surfaced with NCDOT standard ABC stone shall be demarcated whenever practicable.~~

~~**24.03.13** Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicular accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.~~

~~**24.03.14** Use of pavement or asphalt sealant, coating or like product (hereafter referred to as "sealant").~~

~~**A.** Any sealant may only be used in conformity with its manufacturer's specifications and is further subject to the following requirements:~~

~~1. No person may apply a sealant nor authorize its application without first obtaining a zoning permit from the Administrator. As part of the permit application, the applicant must disclose the date the sealant will be applied, the location of the area to which the sealant will be applied, the type of sealant which will be applied and such other information as the Administrator shall request. The Administrator may charge appropriate fees to defray the costs of inspections needed to verify compliance with this Section.~~

~~2. A sealant may not be applied unless the pavement and air temperatures at the location of the application, at all times during application and for at least forty eight hours thereafter, are and are predicted to be at least fifty-five degrees (55°) Fahrenheit and stable or rising, but less than eighty degrees (80°) Fahrenheit.~~

~~3. A sealant may not be applied during rainy or wet weather.~~

~~4. Any person applying a sealant must have on site for ready inspection by the Administrator a copy of the manufacturer's specifications for application of the sealant.~~

~~**B.** Additional Requirement for Non-Coal-Tar-Based Sealants: In addition to the foregoing requirements of Subsection 24.04.04(A), a non-coal-tar-based sealant may not be applied~~

~~if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied, or at the time application begins there is more than a fifteen percent (15%) chance of precipitation predicted by the National Weather Service for any portion of the forty eight (48) hours following the anticipated completion of the application.~~

~~C. Additional Requirement for Coal-Tar-Based Sealants:~~

~~1. In addition to the foregoing requirements of Subsection 24.04.04(A), a sealant containing coal tar may not be applied if at the time the application is to begin, any chance of precipitation is predicted by the National Weather Service for any portion of the period during which the sealant is expected to be applied; at the time application begins there is a ten percent (10%) or more chance of precipitation predicted for any period within the forty eight (48) hours following the anticipated completion of the application; or if at the time application begins, there is more than a twenty (20%) percent chance of precipitation predicted for any period within seven (7) full days following the anticipated completion of the application, each as predicted by the National Weather Service.~~

~~2. A sealant containing coal tar may never be applied to a surface, any part of which is located within a flood way, nor to a surface, any part of which is within 200 feet from the closest point of any natural watercourse, and shown on a map labeled as the "NC Stream Map" as produced by the North Carolina Stream Mapping Project (http://www.ncstreams.org)" on file with and available through the Administrator.~~

~~3. A sealant containing coal tar may only be applied to a surface, any part of which is located in an area of special flood hazard, if buffering is placed along all portions of the downslope perimeter of the surface sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight, laid end to end, shall be considered sufficient to meet the requirements of this paragraph.~~

~~4. A sealant containing coal tar may only be applied to a surface, any part of which contains a storm drain, if buffering or filters are placed around the full perimeter of the storm drain sufficient to absorb and impede any draining of the sealant from the surface to a degree equivalent or more effective than the absorption and impedance which can be achieved with bales of hay, laid end to end, and such buffering is maintained in place for a period of no less than seven days following application of the sealant. For purposes of this paragraph, the use of bales of hay of normal size and weight forming an unbroken perimeter around a storm drain shall be considered a sufficient buffer and filter to meet the requirements of this paragraph.~~

~~(Ord. PL00258-020917, 04-20-2017; Ord. A24-0070, 05-22-2024)~~

24.04 Reserved

(Ord. PL00258-020917, 04-20-2017)

24.05 Shared Parking

24.05.01 One parking area may contain required spaces for several different uses, but except as otherwise provided in this Section, the required space assigned to one use may not be credited to another use.

24.05.02 To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally ninety percent (90%) vacant on weekends, another development that operates only on weekends could be credited with ninety percent (90%) of the spaces on that lot. Or, if a church parking lot is generally occupied only to fifty percent (50%) of capacity on days other than Sunday, another development could make use of fifty percent (50%) of the church lot's spaces on those other days.

24.05.03 If the joint use of the same parking spaces by two or more (2+) principal uses involves satellite parking spaces, then the provisions of Section 24.06 are also applicable.

24.05.04 Where motor vehicle access is provided between adjoining non-residential sites and the operating hours of adjoining uses do not significantly overlap, the uses may share up to 50 percent of required parking spaces.

24.05.06 Bicycle parking may be provided in a common area of a shared parking area for adjacent sites.

24.05.07 An applicant proposing the use of shared parking must:

C. Demonstrate that the applicant has the express legal right to use the spaces in question; and

D. Provide the shared use agreement detailing how the spaces will be shared among the uses; and

E. Provide proof to the Administrator of a continuation of the right to use the shared parking annually, on January 15 of each year, unless the Administrator has provided for a different frequency of such reporting; and

F. The applicant must sign an acknowledgment that the continuing validity of the applicant's permit depends upon the continuing ability to provide the requisite number of parking spaces. If the shared parking is no longer available or the landowner or applicant fails to comply with the requirements of the Section, the parking requirement reverts to those requirements found in Table 24.01 and the landowner or applicant must demonstrate compliance with said requirements or its zoning Certificate shall be revoked.

(Ord. PL00258-020917, 04-20-2017; Ord. PL04727-050721, 07-01-2021))

24.06 Satellite Parking

24.06.01 Required parking spaces may be provided on adjacent or nearby lots in accordance with the provisions of this Section. These off site spaces are referred to in this Section as satellite parking spaces.

24.06.02 All satellite parking spaces must be located within ¼ mile of a public entrance of a principal building housing the use associated with such parking, or within ¼ mile of the lot on which the use associated with such parking lot is located if the use is not housed within any principal building; *provided*, *however*, that this limitation does not apply to on-campus housing located in the UI district; and further provided that satellite parking may not be used for visitor or customer parking required for any use unless the satellite parking spaces are within 200 feet of the parcel to be served by such parking.

24.06.03 The applicant wishing to take advantage of the provisions of this Section must present satisfactory written evidence that the applicant has the legal right to use the satellite parking spaces, and that such right is exclusive during the operating hours of the use in question. The applicant must also sign an acknowledgment that the continuing validity of the applicant's permit depends upon the continuing ability to provide exclusive use during operating hours of the requisite number of parking spaces. If the parking spaces are required for residential uses, "operating hours" shall be considered to be 24 hours a day for purposes of this section.

24.06.04 Persons who obtain satellite parking spaces in accordance with this Section are not responsible for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this Article.

24.06.05 The applicant using satellite parking to comply with the requirements of this Article must provide proof to the Administrator of a continuation of the right to use the shared parking annually, on January 15 of each year, unless the Administrator provides for a different frequency of reporting.

24.06.06 The applicant using satellite parking to comply with the requirements of this Article must sign an acknowledgment that the continuing validity of the applicant's permit depends upon the continuing ability to provide the requisite number of parking spaces. If the applicant fails to comply with the requirements of the Section, the parking requirement reverts to those requirements found in Table 24.01 and the property owner or applicant must demonstrate compliance with said requirements or the zoning Certificate may be revoked.

(Ord. PL00258-020917, 04-20-2017; Ord. PL04727-050721, 07-01-2021)

24.07 Reserved

(Ord. PL00258-020917, 04-20-2017)

24.08 Loading and Unloading Areas

24.08.01 Subject to Subsection 24.08.06, whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area, located at the rear, side or end

~~of the business, must be provided initially and continually in accordance with this Subsection to accommodate the delivery or shipment operations in a safe and convenient manner.~~

~~**24.08.02** The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. Subsection 24.08.03 indicates the number of spaces that, presumably satisfies the standard set forth in this Subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to serve the development.~~

~~**24.08.03** For the purpose of this Section, the off-street loading and unloading space shall have the minimum dimensions of twelve feet (12') by fifty five feet (55') and overhead clearance of fourteen feet (14') from street grade.~~

~~**A.** Retail business shall provide one (1) space of 300 square feet for each 5,000 square feet of floor space.~~

~~**B.** Wholesale and industry shall provide one (1) space of 500 square feet for each 10,000 square feet of floor area.~~

~~**C.** In the case of mixed uses, the total requirements for off-street loading or unloading space shall be the sum of the requirements for the various uses except to the extent the applicant can demonstrate to the satisfaction of the Administrator that different operating hours or other factors will permit different users or tenants to share the same loading spaces. It shall be an express condition of the permit issued to an applicant taking advantage of this provision that the loading spaces are to be practically adequate to serve the development, and if such spaces prove to be inadequate the Administrator may require that the development provide additional loading spaces or, if additional spaces are not provided, revoke the permit for the development.~~

~~**24.08.04** Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.~~

~~**24.08.05** No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.~~

~~**24.08.06** Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this Ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading requirements of this Section cannot be satisfied because there is not sufficient area available on the lot that can be practicably be used for loading and unloading, then the applicant need only comply with this Section to the extent reasonably possible.~~

~~(Ord. PL00258-020917, 04-20-2017; Ord. PL04727-050721, 07-01-2021)~~

~~24.09 Bicycle Parking~~

~~**24.09.01** The number of bicycle spaces included in the required bicycle parking facilities shall be determined by the following table of uses. Use descriptions are abbreviated and are for descriptive purposes only. Uses listed below are preceded by a number which corresponds to a use category in the Table of Principal Uses, *supra*, and include all specific uses described in association with that number. In those instances, when alternative measures are associated with a particular use, e.g., "2, or 1 per 20 units," the measure providing the higher number of bicycle parking spaces shall be used.~~

~~**A.** When required, the minimum number of bicycle parking spaces for any multi-family or non-residential use is two (2) spaces or one (1) rack.~~

~~**B.** A single "inverted U" bicycle parking rack will count as two bicycle parking spaces.~~

~~**C. Table 24.09**~~

~~Use Type~~	~~Specific Use~~	~~Short Term Bicycle Parking Minimum[2]~~	~~Long Term Bicycle Parking Minimum[3]~~
~~1.0 Household Living~~	~~1.01 Single-Family Dwelling~~ ~~1.02 Manufactured Home "Class A"~~ ~~1.03 Manufactured Home "Class B"~~ ~~1.06 Duplex~~ ~~1.07 Duplex~~	~~-~~	~~-~~
	~~1.05 Manufactured Home Park~~	~~1 per 20 beds~~	
	~~1.08-1.10 Townhouse~~ ~~1.11-1.13 Multi-Family~~ ~~1.14-1.16 Multi-Family~~	~~1 per 20 units~~	~~1 per 4 units~~
	~~1.17 Adult Living Community (Multi-Family Only)~~	~~1 per 20 units~~	~~1 per 10 units~~
~~2.0 Group Living~~	~~2.01 Family Care Home~~	~~-~~	~~1 space per 5 employees~~
	~~2.02 Family Care Institutions~~ ~~2.03-2.04 Residential Reentry~~ ~~2.05 Residential Care Facility~~		~~1 space per 5 employees~~
	~~2.06 Fraternity or Sorority Dwelling~~	~~1 space per 20 beds~~	~~1 space per 10 beds~~
	~~2.07 Board Housing~~	~~1 space per 20 beds~~	~~1 space per 10 beds~~
~~3.0 Transient Living~~	~~3.01 Home for Survivors of Domestic Violence~~	~~2 spaces~~	~~2 spaces~~
	~~3.02-3.03 Shelter for Homeless~~	~~2 spaces~~	~~2 spaces~~
	~~3.04-3.05 Bed & Breakfast~~	~~2 spaces~~	~~2 spaces~~
	~~3.06 Vacation Rental~~	~~2 spaces~~	~~2 spaces~~

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
	3.08 Motel 3.09-3.11 Hotel	2 spaces	2 spaces
4.0 Institutional Uses	4.01 Airport/Land Strip 4.02 Heliport 4.03 Funeral Home Establishment 4.04 Crematorium 4.05 Cemetery 4.06 Post Office 4.07 Post Office, Distribution 4.06 Animal Sanctuary	TBD	TBD
5.0 Government Uses	All Government Uses	TBD	TBD
6.0 Non-Governmental Utility Facility	All Non-Government Utility Facility	-	-
7.0 Telecommunications	All Telecommunication Uses	-	-
8.0 Assembly	8.01-8.03 Religious Assembly	1 space per 2,000 ft² GFA[6]	1 space per 5,000 ft² GFA[6]
	8.04-8.05 Club/Lodge	1 space per 1,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
9.0 Education	9.01-9.05 Education Uses	3 spaces per classroom	.5 spaces per classroom
	9.06-9.09 Education Uses	3 spaces per classroom	.5 spaces per classroom
10.0 Daycare	All Daycare Uses	2 spaces	2 spaces
11.0 General Sales & Service	11.01 Kennel 11.02-11.03 Veterinary Office/Hospital 11.04 & 11.05 Financial Institution 11.12 ABC Store 11.14 - 11.15 Personal Service Establishment 11.16-11.18 Retail Store 11.20 - 11.21 Business or Professional Office 11.22-11.25 Medical Office 11.28 Open Air Market	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	11.06 - 11.08 Restaurant	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	11.34 Gas Station	-	-
	11.35 Car Wash	-	-

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
	11.29 Vehicle Sales and Service 11.30 Equipment Sales and Service 11.31 Moped Sales and Service 11.32 Boat or Marine Craft Sales and Service	-	-
12.0 Recreation & Entertainment Uses	12.01 Indoor Shooting Range	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.03 Indoor Theater 12.05 Event Venue Cat I	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.10 Recreation Cat I	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.04 Outdoor Theater 12.06 Event Venue Cat. II 12.07 Event Venue Cat III	1 space per 2,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
	12.09 Coliseum 12.11 Recreation Cat II 12.12 Recreation Cat III12.01,	1 space per 20 motor vehicle spaces	TBD
	12.08 Campgrounds/RV Parks	-	-
13.0 Agriculture Uses	All Agricultural Uses	-	-
14.0 Manufacturing	14.01 Microbrewery 14.02 Brew Pub	1 space per 5,000 ft² GLA[4]	1 space per 10,000 ft² GLA[4]
	All other Manufacturing Uses	TBD	TBD
16.0 Storage	16.01 Mini-Storage 16.02 Outdoor Storage	-	-
	16.03 Warehouse 16.04 Fuel Storage Facility	TBD	TBD
17.0 Transportation	17.01 Passenger Terminals 17.02 & 17.03 Trucking or Freight Terminal	TBD	TBD
18.0 Waste Related Uses	All Waste Related Uses	-	-
19.0 Particular Activities which Pose Particular Concerns to Public Health	All Particular Activities which Pose Particular Concerns to Public Health Uses	1 space per 5,000 ft² GFA[6]	1 space per 10,000 ft² GFA[6]
Accessory Uses	A-1 Secondary Suite A-3 Accessory Dwelling Unit	-	-
	A-10 Produce Stand	-	-
	A-21 Caretaker's Residence	-	-

Use Type	Specific Use	Short-Term Bicycle Parking Minimum[2]	Long-Term Bicycle Parking Minimum[3]
	A-19 Helistop	TBD	-
	A-24 Chemical Storage Facility	-	-
Temporary Uses	T-1 Temporary Family Health Care Structure T-2 Temporary Construction or Repair Dwelling T-3 Temporary Construction Trailer	-	-
	T-8 Temporary Non-Fixed Site Event Venue	TBD	-

Notes:
For uses not listed, or for uses To Be Determined by the Administrator, refer to 24.01.09
The minimum number of short-term bicycle parking spaces is 2 unless no bicycle parking is required. In no case shall more than 20 short-term spaces be required.
The minimum number of long-term bicycle parking spaces is 2 unless no bicycle parking is required.
GLA = Gross Leasable Area
DU = Dwelling Unit.
GFA = Gross Floor Area and includes both indoor and outdoor space used
Calculating spaces based on employees or other occupants must be based on the total number of persons present or on duty at the time of maximum use

24.09.04 Bicycle Parking facilities shall meet the following standards:

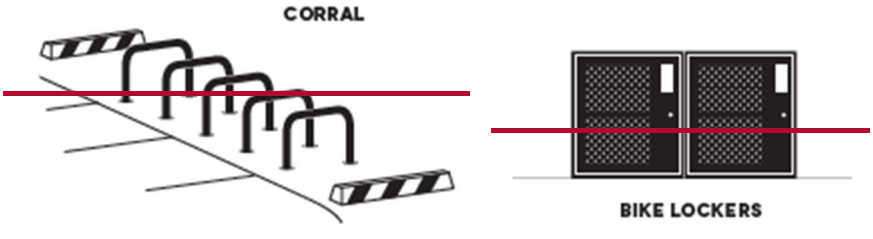
G. Bicycle parking facilities shall conform with the design guidelines promulgated by the Association of Pedestrian and Bicycle Professionals (APBA) as found in the "Bicycle Parking Guidelines" manual.

H. Bicycle racks shall provide for at least two (2) points of contact with the bicycle frame and for the locking of at least one wheel using varying types of bike locks (U-lock, wire cable, etc.)

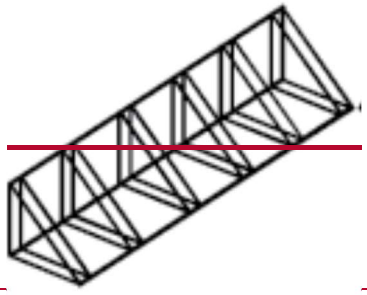
I. All racks must be safe, sturdy and well-anchored.

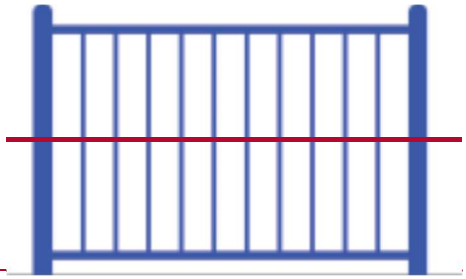
Examples of acceptable facilities:





Examples of **unacceptable** facilities (because they secure only one wheel):





D. Outside bicycle parking facilities shall be illuminated in conformity with the standards for "Parking Areas" of UDO Section 27.03 and 27.06. Inside bicycle parking facilities shall be illuminated in conformity with the standards for "building entries" of UDO Section 27.03.

E. Areas set aside for outside bicycle parking shall be clearly marked and reserved for bicycle parking only. Where the location of said parking is not easily visible from the street, a sign that does not exceed four square feet (4 ft^2) in area and directs cyclists to parking shall be provided on site and must be visible from the street or from the main building entrance. For purposes of this Section, "main building entrance" shall connote and refer to the primary doorway by which residents, visitors or customers enter and exit a building, whether or not said entrance is oriented facing the public street. Signs shall comply with the MUTCD for Bicycle parking signage.

Examples of acceptable signs:



F. Bicycle parking shall be located so as to avoid impeding or creating a hazard to pedestrians from parked or approaching bicycles, and to avoid creating a hazard to bicyclists or bicycles from automobiles or other motor vehicles. Bicycle racks installed on private sidewalks within the development must provide a clear, unobstructed passage of at least five feet (5') for pedestrians and should be installed at least three feet (3') from the face of any curb. Bicycle racks may not be installed on public sidewalks without the express authorization of the Boone Town Council, subject to such conditions which may be attached to such authorization.

24.09.05 Short Term Bicycle Parking

D. Short-term bicycle parking shall meet the needs of people visiting businesses, institutions and other uses with similar needs – typically lasting up to two (2) hours. Since short term

users are infrequent visitors to these locations, the parking installation should be readily visible and self-explanatory.

E. Parking facilities for short term bicycle parking must be located no farther from the main building entrance than the distance to the closest non-handicap vehicle space, or fifty feet (50'), whichever is greater, and visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances, where the main building entrance is not oriented toward the public street, the parking facilities must be visible from such locations, as determined by the Administrator or permit-issuing authority, which will provide the greatest level of visibility to achieve the dual purposes of security for the bicycles using the facilities and availability to bicyclists visiting the building for the first time.

F. Short term bicycle parking, when allowed within a public right of way, should be coordinated with street furniture as applicable and may (but is not required to) be covered.

24.09.06 Long Term Bicycle Parking

C. Long term bicycle parking shall provide for daily, overnight or even longer duration bicycle parking by residents and employees. These users often leave bicycles unattended and unmonitored for extended periods and require exclusive access, additional security and weather protection.

D. Long term bicycle parking shall be covered or enclosed, and must provide security and protection from weather and the elements. Long term parking spaces may include indoor parking, racks in covered loading dock areas, racks in garage structures, bicycle lockers or other means, and should be incorporated whenever possible into the building design.

(Ord. 20140384, 08-18-2014, Ord. PL00258-02092017, 4-20-2017; Ord. PL01388-032818, 04-26-2018; Ord. PL03076-090919, 12-19-2019; Ord. PL04727-050721, 07-01-2021; Ord. A24-0070, 05-22-2024; Ord. A23-0053, 06-26-2024)

24.10 Motorcycle Parking

24.10.01 The B-1 Central Business zoning district is exempt from the requirements of this Section.

24.10.02 Motorcycle parking facilities meeting the standards of this Section shall be provided by a permit applicant under each of the following circumstances, and one (1) motorcycle parking space shall be provided for every 40 motor vehicle parking spaces:

A. When a new building is constructed;

B. When any addition or enlargement of an existing building is constructed;

C. When a change in occupancy of any building occurs where 40 or more vehicle parking spaces are provided.

24.10.03 Motorcycle parking facilities shall meet the following design standards:

~~**E.** Each motorcycle parking space shall be no less than eight feet (8') long by four feet (4') wide, and sufficient space for access shall be provided.~~

~~**F.** Motorcycle parking facilities must be visible from public sidewalk areas along the public street frontage adjoining the use and located directly in front of the main building entrance unless the main building entrance is not oriented toward the public street. In those instances, where the main building entrance is not oriented toward the public street, the motorcycle parking facilities must be visible from such locations, as determined by the Administrator or permit-issuing authority, which will provide the greatest level of visibility to achieve security for the motorcycles using the facilities. Motorcycle parking facilities must also include features to provide reasonable security for motorcycles. Designers are encouraged to include fixed features such as rails, hoops, or posts designed to provide a simple locking point to secure a motorcycle or scooter using a chain or similar device.~~

~~**G.** Motorcycle parking facilities shall be clearly marked and reserved for motorcycle parking only, using signage and/or pavement marking determined by the Administrator or permit-issuing authority as adequate to both direct motorcycle riders to the proper facilities and to prevent use of the motorcycle parking facilities by other motor vehicles.~~

~~**H.** The slope of motorcycle parking facilities should be as close to level as possible while still providing adequate drainage. "Adequate drainage" is such drainage as will prevent the buildup of water and ice in included motorcycle parking spaces. Motorcycle parking facilities must have a firm surface capable of supporting the weight supported by the stand of the heaviest of models of motorcycle.~~

Article 31 Landscape Standards

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B. Use 15.01 Parking Lot Street Yard Requirements in the B1 Districts.

~~1.~~ In the B1 districts, when a surface parking lot is a principal land use or a component of a combination, the development is not subject to the exemptions listed in 14.19.06 (L). ~~use the following provisions shall apply:~~

~~2. The minimum street yard shall be ten feet (10') measured perpendicular from the street right-of-way.~~

~~3. An average of one (1) large tree, two and one-half inch (2 ½") minimum caliper, per twenty- five feet (25') of street frontage shall be provided.~~

~~4. An average of one (1) large evergreen tree, eight feet (8') minimum height, per fifty feet (50') of street frontage shall be provided.~~

~~5. Shrubs at the rate of one (1) eighteen inch (18") minimum height per three linear feet (3 lf) of street frontage shall be provided. The shrubs shall be of a species expected to reach a minimum height of thirty inches (30") and a minimum spread of thirty inches (30") within five (5) years of planting. At least seventy-five percent (75%) of shrubbery in this area must be evergreen.~~

6. When a proposed parking area will be substantially below grade and shrubbery will not be visible from the street, the Administrator may reduce this requirement.

7. A minimum three foot (3') opaque decorative red brick/native rock wall not to exceed six feet (6') in height with landscape plantings along the street side shall be provided.

8. A parking area that is located above or below the adjacent street level must design the plant material in the street yard in such a way as to maximize screening from the street.

9. Use 15.01 Parking Lot Street Yard Requirements in All Other Districts

10. Except in the B1 districts, when a surface parking lot is a principal land use or a component of a combination use, the following provisions shall apply:

11. The minimum street yard shall be twenty-five feet (25') measured perpendicular from the street right-of-way but the minimum street yard may be reduced by one foot (1') for every two feet (2') below adjacent street gradewhen the Administrator concludes the parking area shall have less of a visual impact than at street level.

12. An average of one (1) large deciduous tree, two and one-half inch (2 ½") minimum caliper, per twenty-five feet (25') of street frontage shall be provided.

13. An average of one (1) large evergreen tree, eight feet (8') minimum height, per fifty feet (50') of street frontage shall be provided.

14. Shrubs at the rate of one (1) eighteen inch (18") minimum height per two linear feet (2') of street frontage shall be provided. The shrubs shall be of a species expected to reach a minimum height of thirty inches (30") and a minimum spread of thirty inches (30") within five (5) years of planting. At least seventy-five percent (75%) of shrubbery in this area must be evergreen.

15. When a proposed parking area will be substantially below grade and shrubbery will not be visible from the street, the Administrator may reduce this requirement.

16. A minimum three foot (3') opaque decorative brick/rock wall not to exceed six feet (6') in height with landscape plantings along the street side or an earthen berm at least three feet (3') in height with landscape plantings incorporated into the design of the berm or a combination of both must be provided along any street frontage.

17. The height of any berm shall be undulating and the base shall be curving in nature.

18. A parking area that is located above or below the adjacent street level must design the plant material in the street yard in such a way as to maximize screening from the street.