



MEMORANDUM

To: Michael Davis, Parking Program Manager, Land Development Services
From: Nelson\Nygaard
Date: December 27, 2021
Subject: Task 3.2: National Peer Review - Parking Zoning Ordinance

Montgomery County, MD

Context



Like Fairfax County, Montgomery County in Maryland incorporates several communities that have grown around demand for convenient access to Washington, DC. For several decades, it has strategically guided that development toward key transit corridors. Much of this began by creating Parking Lot Districts (PLD) in several communities expected to grow into urban centers based on this regional rail access. The cornerstone of the PLD program, was investments in public parking facilities that could both accommodate park-and-ride demand and facilitate commercial and residential growth by minimizing their need for on-site parking.

Key Countywide Practices

Baseline Requirement Reductions

Beginning in 2010, the County has been refining, and ultimately reducing, its Countywide, baseline minimum parking requirements for most uses.¹ Along with the reduced parking minimums, parking maximums were implemented in the existing Parking Lot Districts and in newly adopted Reduced Parking Areas, as described in greater detail in the sections below.

The number of vehicle parking spaces required depends on the land use, the type of zone the development is in, and whether the property is located in a Parking Lot District or Reduced Parking Area. Parking maximums are also established in Parking Lot Districts and Reduced Parking Areas to limit unnecessary new parking development. Developments in a Reduced Parking Area may apply to have more vehicle parking spaces than the baseline maximum under specific circumstances.

Figure 1 Sample Selection of Minimum and Maximum Parking Requirements in Montgomery County Code

Use or Use Group	Agricultural, Rural Residential, Residential, and Industrial Zones	Commercial/Residential and Employment Zones		
		Within A Parking Lot District or Reduced Parking Area		Outside of a Parking Lot District or Reduced Parking Area
		Baseline Minimum	Baseline Maximum	Baseline Minimum
Educational (Private)	0.25 / Student (16+), 1 / Employee	0.15 / Student (16+), 0.25 / Employee	0.25 / Student (16+), 0.5 / Employee	0.25 / Student (16+), 0.5 / Employee
Eating and Drinking	10 / 1,000 sq. ft. of patron use	4 / 1,000 sq. ft. of patron use	12 / 1,000 sq. ft. of patron use	4 / 1,000 sq. ft. of patron use
Office	2.80 / 1,000 sq. ft.	2 / 1,000 sq. ft.	3 / 1,000 sq. ft.	2.25 / 1,000 sq. ft.
Residential: 1-unit, 2-unit, townhouse	2 / Dwelling unit	1 / Dwelling unit	2 / Dwelling unit	2 / Dwelling Unit
Residential: Multi-Unit, 2-bedroom dwelling	1.5 / Dwelling unit	1 / Dwelling unit	1.5 / Dwelling unit	1.5 / Dwelling unit
Retail	5 / 1,000 sq. ft.	3.5 / 1,000 sq. ft.	6 / 1,000 sq. ft.	5 / 1,000 sq. ft.

Conditional Requirement Reductions

All Zones

- Shared Parking – A proposed development with more than one use can use the Urban Land Institute Shared Parking Model to determine the required parking spaces, rather than the baseline parking table for each use.
- Car-Share Parking – Spaces occupied by established car-share providers count as two spaces toward minimum requirements for Residential uses, and as three spaces for Commercial uses.

¹ <https://gqwash.org/view/31366/montgomery-parking-requirements-looser-but-not-enough>

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- Unbundled Parking – Multi-family housing projects at which all on-site parking is paid for separately from dwelling-unit leases/purchases, can provide as little as 0.5 spaces for efficiencies and 1-bedroom units, and 0.75 spaces for larger units and Townhouses.

Commercial/Residential and Employment Zones Only

Within Commercial/Residential and Employment Zones, the County code provides several additional opportunities for developers to reduce their parking requirements.

- Rideshare Parking – Dedicated carpool and vanpool spaces count as three spaces toward minimum requirements for Office uses.
- Bike-Share Facility – A bike-share facility, with a minimum of 10 bikes, counts as 3 spaces toward minimum requirements for all uses.
- Changing Facilities – The number of vehicle parking spaces may be reduced by 3 spaces for each additional changing facility provided above the minimum that includes a shower and lockers.

For Shared Parking for Mixed-Use

Developers can use the Urban Land Institute’s Shared Parking Model to demonstrate shared-parking efficiencies at proposed projects to secure a reduced minimum requirement.

Other Practices

Bike Parking Requirements

The County has established minimum bicycle parking requirements for several common land use categories. The minimum requirement also articulates how much of the minimum requirement must be met through “long-term” parking facilities (sheltered, secure, and appropriate for commuter and resident use), as a percentage of the minimum. The table below outlines a selection of these requirements (note: the numbers identified as “maximums” represent the “maximum possible requirement” not a limit on how much bike parking can be provided).

Figure Sample Selection of Minimum and Maximum Bicycle Parking Requirements in Montgomery County Code

Use or Use Group	Agricultural, Rural Residential, Residential, and Industrial Zones		Commercial/Residential and Employment Zones	
	Minimum (Maximum)	% Long-Term	Minimum (Maximum)	% Long-Term
Educational (Private)	0.05 / Student (50 max), 0.10 / Employee (15 max)	Student: 0% Employee: 85%	0.05 / Student (50 max), 0.10 / Employee (15 max)	Student: 0% Employee: 100%
Eating and Drinking	1 / 10,000 sq. ft. (10 max)	15%	1 / 10,000 sq. ft. (10 max)	15%
Office	0.5 / 5,000 sq. ft. (100 max)	85%	1 / 5,000 sq. ft. (100 max)	85%
Residential: Multi-Unit Living, 10+ Units Only	0.35 / Dwelling unit (100 max per building)	95%	0.5 / Dwelling unit (100 max per building)	95%
Retail	0.75 / 10,000 sq. ft. (50 max)	15%	1 / 10,000 sq. ft. (50 max)	15%

Car-Share Parking Requirements

Beyond crediting car-share spaces toward minimum parking requirements, as noted above, the County requires any new development providing at least 50 spaces of on-site parking to offer parking to established car-share providers, on a “right of first refusal” basis, according to how much on-site parking is provided, as follows:

- 50 – 149 spaces: 1 car-share space to be offered,
- 1 additional car-share space to be offered for every 100 on-site spaces more than 149, or fraction thereof, up to a maximum requirement of 5.

Key Target Area Practices

Parking Lot Districts

Parking Benefit Districts

Well before Metrorail service began operations, Montgomery County planners anticipated that certain areas in the then largely rural and agricultural county would begin urbanizing — particularly along its borders with the District of Columbia. Part of the planning response was to establish a set of parking lot districts (PLDs) in areas anticipated to grow most rapidly. Within each PLD, County-parking revenues are channeled into and enterprise fund to maintain a public parking system. And, from early on, PLD managers realized that success would require a focus on more than simply providing ample supply.

Today, the PLD program operates most of the public parking in the County’s two largest cities, Bethesda and Silver Spring. This public inventory includes all on-street spaces and numerous off-street facilities in each city. These public inventories provide a shared pool of parking resources for the benefit of all area businesses. They also provide a viable alternative to on-site parking requirements and provide the County numerous opportunities to mitigate traffic levels and commute patterns, and to promote alternative modes.

The primary purpose of the PLD program is the provision of managed, cost-effective, strategically located, public parking facilities to serve as an alternative to small, inefficient, accessory facilities. One of the program’s purposes is to preserve traditional, dense, mixed-use commercial centers from the negative impacts of over-parked private development. The PLD program has also provided several additional, sustainable-growth benefits, not limited to the following:

- Capacity to manage parking demand via centralized control over policies and pricing,
- Capacity to capture and direct parking revenues toward local investments,
- Support for infill development and investment,
- Capacity to manage the design and functionality of most parking facilities, including the location of the facilities and their access points to minimize conflict with predominant automobile, transit, bicycle, and pedestrian traffic patterns,
- More welcoming conditions for customers and visitors — fewer “Thou Shalt Not Park Here” signs throughout the district,
- Re-captured land and redevelopment opportunities through shared supply efficiencies.

Each PLD has its own “enterprise” fund within the County’s general fund. Each PLD’s enterprise fund receives all public parking revenue collected within its boundaries — including all on-street meters, off-street parking facilities, and parking-related fines. Each year, a significant portion of this revenue distributed to the following County programs.

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- Urban Districts — Sidewalks, lighting, and other pedestrian and beautification enhancements, focused on Bethesda, Silver Spring, and Wheaton commercial centers
- Transportation Management Districts — The County’s TDM program, focused on reducing drive-alone commute rates within several of the County’s urban centers, including Bethesda and Silver Spring
- The Montgomery County Mass Transit Fund – Which provides funding for several DOT-managed transit services across the County

Reduced Parking Areas

Provisions for “Reduced Parking Areas” were added in the 2014 update to the Zoning Code, which provide additional limits on parking in areas outside of the Parking Lot Zones. Reduced Parking Areas encompass properties not in a PLD that are located in:

- Commercial Residential, Commercial Residential Town, Life Science, or Employment Office Zones, or
- Within 1 mile of a transit station or stop in a Commercial Residential Neighborhood, Neighborhood Retail, or General Retail Zone.

Like PDLs, Reduced Parking Areas have both a minimum number of required spaces and a maximum number of allowed spaces. However, developments within Reduced Parking Areas cannot make a payment in lieu of parking spaces, as they can in PDLs. Additionally, developments within the Areas can file to exceed the maximum number of spaces allowed.

Key Code Complementary Practices

Resident Parking Permit Areas

Parking permit areas can be established in cases wherein it is deemed that public facilities and land uses which result from government actions, including zoning, cause nonresidents to park on streets in certain residential neighborhoods. Further, the County Executive must consider the creation of a parking permit area upon petition by the residents of a given area. The conditions of consideration for establishing parking permit areas are outlined in the County code.

Implementation Considerations (from interviews)

- The 2014 rewrite lowered parking rates for non-residential uses countywide, and created lower parking minimums and established parking maximums in reduced parking areas (mixed use activity centers and proximity to rail transit). Montgomery County is in early discussions about reducing parking requirements for certain residential uses in residential zones but the recommendations have not been commented on by the Planning Board or County Council yet.

Lessons Learned (from interviews)

- Staff started an Urban Loading and Delivery Management project in 2020 to look specifically at loading and delivery vehicle needs in urban and mixed use areas. Parking studies usually do not go in-depth on loading and curb issues.

Somerville, MA



Context

Somerville, Massachusetts, a relatively population- and transit-dense inner-ring suburb located just north of the central Boston core, updated its 30-year-old zoning code in 2019 after a seven-year review and engagement process. The updated Somerville zoning code expands on the concept of land-use and is based on urban-form districts; the first municipality in the greater Boston area to do so. The update aims to allow for increased transit accessible development while preserving traditional residential housing.

There are five categories of urban-form based zoning districts in the Zoning Code:

- Residential Districts include Neighborhood Residential and Urban Residential districts. Neighborhood Residential districts are characterized by one-, two-, and three-unit homes with rear yard space and are almost entirely residential. Urban Residential districts are also almost entirely residential, characterized by multi-unit buildings with shared outdoor space.
- Mid-Rise Districts are subdivided into districts based on number of stories, from three to six, and are primarily commercial and mixed-use with buildings set close to sidewalks that support pedestrian activity and primarily serve local needs.
- High Rise Districts are characterized by moderate to large high-rise buildings that serve mainly commercial and mixed-use purposes for both the immediate area and broader metropolitan region.
- Commercial Districts include fabrication districts, the commercial core, commercial industry, and commercial business. These districts are all entirely commercial, but heights, uses, and purposes vary widely across them.

- Special Districts include five distinct districts with unique purposes and codes.

Key Citywide Practices

Baseline Requirements

The code applies either a parking minimum or a parking maximum to development sites, depending on whether the development is located within a designated “Transit Area”. As defined in the code, a Transit Area includes all Commercial-zoned lots within a quarter-mile of a transit station and all Residential-zoned lots within a half-mile of a transit station. Developments that are determined to be within a Transit area are subject to maximum parking allowances, while those that are determined to be outside of a Transit Area are subject to minimum parking requirements.

Parking standards are relatively consistent across all districts except for four special districts which have their own unique parking requirements. A sample selection of parking requirements for the most common land uses can be found in **Figure 2**.

Figure 2 Sample Selection of Minimum and Maximum Parking Requirements in Somerville County Code

Land Use	Outside of a Transit Area (Minimum Parking Requirement)		Within a Transit Area (Maximum Parking Requirement)	
	Residential Districts	Mid-Rise, High Rise, and Commercial Districts	Residential Districts	Mid-Rise, High Rise, and Commercial Districts
Educational	3 / classroom	3 / classroom	1.5 / classroom	1.5 / classroom
Business Support Services	Use not permitted	1 / 600 square feet	Use not permitted	1 / 900 square feet
Food & Beverages	Use not permitted	1 / 500 square feet	Use not permitted	1 / 300 square feet
General Office	Use not permitted	1 / 650 square feet	Use not permitted	1 / 900 square feet
Residential: Household Living	1 / dwelling unit	1 / dwelling unit	None	1 / dwelling unit
Retail: Consumer Goods	1 / 1500 square feet	1 / 750 square feet	None	1 / 1500 square feet

These requirements impact new developments and do not impact non-compliant parcels already developed.

The four special districts that vary from this table are the Powderhouse School, Assembly Square Mixed-Use, Civic, and Tufts University districts. In the Powderhouse School and Assembly Square Mixed Used Districts all new private vehicle parking spaces must be provided as public parking.

Conditional Requirement Reductions

For Shared Parking

Parking minimums may be reduced for developments that propose to share a lot between multiple businesses or buildings on the same block. The reduction amount is calculated based on uses at different times of day, as shown in **Figure 3**. Each “X” represents parking space requirements for commercial uses, and each “Y” represents the requirements for residential uses. The new, reduced parking requirement is equal to the highest number in the Total column.

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Figure 3 Somerville Mixed-Use Parking Calculation Table

Time of Day	Commercial	Evening Commercial	Residential	Total
6am – 9am	(X) * 25%	(X) * 0%	(Y) * 100%	= sum of this row
9am – 7pm	(X) * 100%	(X) * 50%	(Y) * 65%	= sum of this row
7pm – 11pm	(X) * 25%	(X) * 100%	(Y) * 100%	= sum of this row
11pm – 6am	(X) * 0%	(X) * 25%	(Y) * 100%	= sum of this row

Other Practices

Bicycle Parking Requirements

The minimum number of long-term and short-term bike parking is prescribed for each use in each development district. Bicycle parking minimums exist for most uses, with the exception of residential lots in Residential Districts and group living uses. Other than residential living, bicycle parking requirements are consistent across districts. Unlike automobile parking requirements, bicycle parking requirements are not contingent upon the development’s proximity to a Transit Area. A sample selection of bicycle parking requirements is shown in Figure 4.

Figure 4 Sample Selection of Short-Term and Long-Term Bicycle Parking Requirements in Somerville County Code

Use	Short-Term	Long-Term
Educational	1 / classroom	4 / classroom
Business Support Services	1 / 2,500 square feet	1 / 10,000 square feet
Food & Beverages	1 / 1,000 square feet	1 / 5,000 square feet
General Office	1 / 20,000 square feet	1 / 3,000 square feet
Household Living (excl. RDs)	0.1 / dwelling unit	1 / dwelling unit
Retail: Consumer Goods	1 / 2,500 square feet	1 / 10,000 square feet

The location, design, and size guidelines for short-term and long-term bicycle parking are defined in the code and guided by Association of Pedestrian and Bicycle Professionals (APBP) standards. Short-term bicycle parking, defined as spaces generally used for less than two hours, includes bicycle racks and bicycle lockers and must be located close to the entrance of the building. Long-term bicycle parking is meant for storage for more than 2 hours and must be secure and sheltered from the elements, located within the building or an accessory unit nearby.

Mobility Management Plans

A distinctive version of a Transportation Demand Management plan, the City’s new zoning code requires a mobility management plan (MMP), for:

- Development of any building type with fifty thousand (50,000) gross square feet or more of commercial floor area.
- Development of any multi-tenant building that has non-residential uses with a combined total of fifty (50) or more employees.
- Non-residential uses with fifty (50) or more employees.
- Development of any building with twenty (20) or more total dwelling units.

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- Hotel or Hostel uses with fifty (50) or more rooms or beds.
- Commercial parking uses
- Master Plan Special Permits

An MMP must be submitted to the city prior to or in conjunction with development review applications and projects will only be granted construction permits upon approval. The MMP engages developers to commit to controlling the percentage of vehicle trips generated by the development project to 50% or less, by identifying a proposed mobility program and transportation demand management services to meet this goal. There are several required programs and services that a property must provide to their tenants, such as an on-site transportation coordinator, unbundled parking, preferential parking for carpool/vanpool, and guaranteed ride home. The required measures vary slightly by proposed land use, with commercial uses with the longer list of required measures.² After construction and occupancy, annual reporting and monitoring, including surveys and counts of vehicle trips and parking occupancy, is required.

Key Target Area Practices

Overlay Districts

The Somerville zoning ordinance also introduced three types of overlay districts, two of which, as follows, contain their own parking requirement provisions. The overlay districts either supplement or supersede the provisions of the districts upon which they are superimposed, and in the event of conflicting provisions the overlay districts provisions are followed.

Small Business Overlay Districts

Small Business Overlay districts are designed as a mechanism to implement recommendations for commercial development in the city's long-term strategic plan, by creating, maintaining, and enhancing locations appropriate for neighborhood- and community-serving businesses. Uses permitted within this type of overlay district have lower minimum and maximum vehicle parking requirements, for both inside and outside of Transit Areas, than the standard district ratios. Despite having lower automobile parking requirements, the short-term and long-term bicycle parking requirements remain roughly aligned with standard district requirements.

Master Planned Development Overlay Districts

Master Planned Development Overlay districts are designed as a mechanism to implement recommendations for transformational redevelopment and design-based neighborhood and station area plans (identified in the code as sub-areas) as identified in the city's long-term strategic plan. Off-street parking requirements are designed to encourage master planning by a large landowner within the district. In total, the code identifies eight (8) sub-areas in areas of the city with redevelopment potential.

In general, parking requirements are laid out for each individual sub-area separately, including district-level maximums on total parking and on reserved (not shared or publicly accessible) spaces. However, the following provisions apply to all sub-areas, unless otherwise noted:

- All parking provided must be structured underground parking.

² <https://www.somervillema.gov/sites/default/files/mmp-standard-submittal-requirements.pdf>

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- The maximum number of permitted spaces in a sub-area is reduced by the number of existing spaces provided on any lot in the same sub-area.
- The maximum number of off-street spaces may be exceeded by special permit if:
 - Need is verified through a County-provided model, and
 - A Transportation Management Association (TMA) is established for the sub-area with authority to set prices and policies for any parking provided as a commercial service in the sub-area.
- The maximum number of reserved spaces may be increased with the payment of a fee, set as established by a fee schedule that is updated annually by the planning board.
- The approval of any special permit to build parking is assigned an expiration date, and the parking spaces must be built before the expiration date of the special permit approval.

Additionally, a Mobility Management Plan is required for all Master Plan Special Permits and must be approved by the Director of Mobility before being granted this permit.

Key Code Complementary Practices

Parking Permit Areas

Somerville residents who wish to park their car on the street must have a residential parking permit for their designated zone, and can buy up to two visitor passes for guests. However, a new policy went into effect in January 2020 that restricts the use of parking permits in Transit Areas. Residents of new developments in Transit Areas will not be eligible for a residential parking permit, except in Neighborhood Residential districts. Exceptions are available for persons with disabilities, occupants of affordable units, and in other extenuating circumstances.

Curbside Parking Management Program

The City of Somerville's Parking Department is in the process of completing a full, digitized inventory of its curbside assets and regulations, to be maintained in a format that can be managed, accessed, and updated by City staff in order to respond to the dynamic changes in curbside access needs and opportunities that it has experienced over the last several years. The inventory will be followed by a comprehensive utilization assessment focused on multimodal mobility and parking patterns in business, transit, and residential areas, with outcome used to align the City's curb management policies with the City's Climate Forward and Vision Zero plans. The digital inventory, and periodic utilization assessments will be used to shift curbside management priorities – for short-term and resident parking, commercial and passenger loading, bike and shared-mobility corrals, etc. – as needs, opportunities, and demand patterns evolve. This will become a critical component of supporting Somerville's efforts to continue its rapid growth without commensurate increases in development-based parking supplies.

Implementation Considerations

- A key strategy for the new code scaling changes to context, and focusing its most ambitious changes – establishing maximums, eliminating minimums -- on transit-served areas, making more modest changes – reducing minimums -- in other areas.

Lessons

- It was generally thought among those developing the new code that fully repealing minimum parking requirements, citywide, was not politically viable; but a proposal to do so fell just one vote shy of being passed.
- The City has not received significant pushbacks on the maximums in the general code, though there has been some frustration among non-residential developers with the overlay-district maximums.
- Generally, residential development has increasingly been providing parking below maximums.
- The overlay-district restrictions on reserved parking spaces have been less controversial, the developers (and some in the community) just want more total parking.

Key Practices for Fairfax Consideration

- Focus transformative changes on growth, transit-served locations.
 - Creating two levels of scaled transformation: 1) transit-served areas, citywide, and 2) overlay districts where the context is right for more ambitious changes
- Incentivizing the public sharing of non-residential parking, to create more resiliency for parking infrastructure in walkable, multimodal, urban growth districts.

Mecklenburg County (Charlotte), NC



Context

Over the past decade plus, Mecklenburg County has been characterized by rapid population, employment, and commercial activity growth, particularly in the City of Charlotte, following the introduction of a transformative passenger rail service serving the city region. The success of the passenger rail service, and plans for its continued expansion, has been the primary catalyst towards prioritizing development strategies and activities towards creating, supporting, and maintaining transit-oriented development (TOD). The zoning code framework of Mecklenburg County is the Charlotte-Mecklenburg Unified Development Ordinance (UDO). Charlotte also has a separate zoning ordinance that is currently being combined into the UDO. Mecklenburg County does not have its own ordinance.

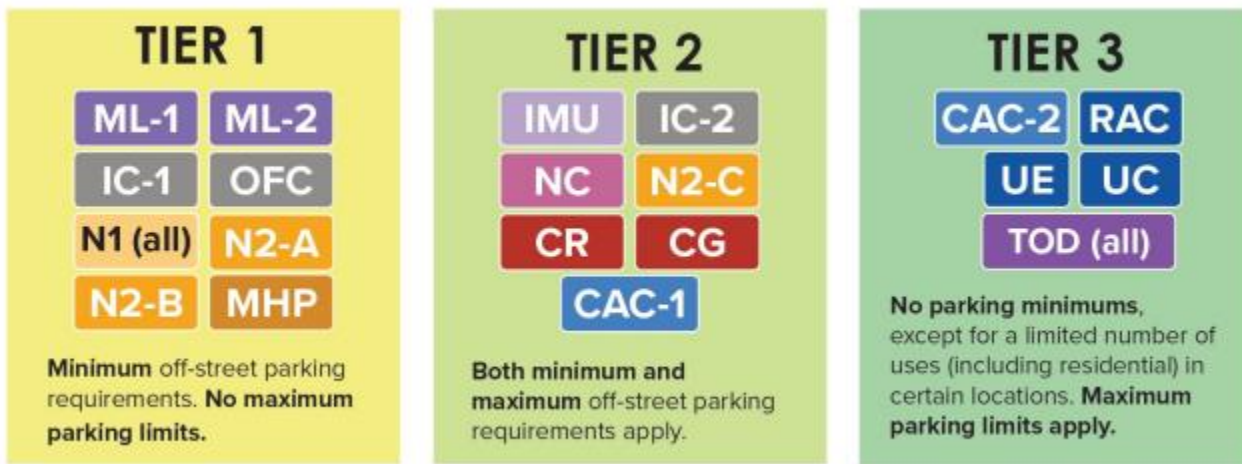
Charlotte and Mecklenburg County are currently working to pass the UDO. The first draft was released in October 2021. The UDO is intended to simplify, consolidate, and update Charlotte's development regulations. Charlotte's development standards previously were found in eight separate ordinances, and the UDO combines the zoning ordinance, subdivision ordinance, tree ordinance, Chapter 19 (streets and sidewalks), floodplain regulations, soil erosion and sedimentation control regulations, post construction stormwater regulations, and driveway/access standards into one document. The UDO draft also aligns development standards with the Charlotte Future 2040 Comprehensive Plan. Article 3 of the draft UDO introduces zoning districts and parking regulations. Article 12 contains the Transit Oriented Development Zoning Districts. These zoning districts were one of the first action items in the

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UDO process and were adopted in April 2019 and amended in October 2019 and June 2020. While these districts were created before the full draft of the UDO, they have been brought into the UDO.

In the current Charlotte zoning ordinance, parking is presented in a parking rates table (Table 12.202).³ There is one rate per each land use, and there are no tiers or transit areas. The UDO introduces parking in Article 19. These parking rates have been updated to include minimums and maximums. The UDO also introduces a new three-tier system based on zoning districts. Tier 1 has only parking minimums. Tier 2 has parking minimums and parking maximums. Tier 3 has very few minimum parking requirements and parking maximums. Parking minimums in Tier 3 are only required for multi-family buildings and restaurants and bars.

Figure 5: Charlotte UDO Parking Tiers⁴



Key Countywide Practices

Conditional Requirement Reductions

For Shared Parking

Joint use of up to half of required parking spaces may be permitted for multiple uses occupying the same or adjacent parcels if the developer can demonstrate that there will not be substantial overlap in hours of operation or demand for the shared spaces. Sharing of spaces by uses located on different parcels must be guaranteed by a legally binding written agreements between the owners and users of the parking areas.

³ https://charlottenc.gov/planning/Rezoning/Documents/Revised%20Zoning%20Ordinance/ZoningOrd_Chapter12.pdf. Page 12-27.

⁴ https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf

Other Practices

Loading

For developments outside of TOD zones, loading spaces are to be provided at the rates shown in Figure 6, and are determined by the land use and gross floor area of development, with larger developments of certain types required to provide spaces for full-length semi-trucks.

Figure 6 Mecklenburg County Loading Requirements (Non-TOD Areas)

Land Use	Gross Floor Area (Square Feet)	Loading And Unloading Spaces Required	
		10 feet X 25 feet	10 feet X 50 feet
Office, Restaurant	10,000 – 99,999	1	0
Hotel or Motel	100,000 – 149,999	0	1
	150,000 and over	0	2
Retail Establishment	0 – 4,999	1	0
Shopping Center, or any Industrial use:	5,000 – 19,999	0	1
	20,000 – 49,999	0	2
	50,000 – 79,999	0	3
	80,000 – 99,999	0	4
	100,000 – 149,999	0	5
	150,000 and over	0	6

Bicycle Parking Requirements

The minimum number of short-term and long-term bike parking stalls required for each use is defined in the ordinance, as are bike parking design standards. For many uses, particularly non-residential uses, the required number of short-term spaces is defined as a set percentage of the number of automobile parking spaces. A sample selection of bicycle parking requirements is shown in Figure 4.

Figure 7 Sample Selection of Bicycle Parking Requirements in Charlotte Zoning Ordinance

Use	Short-Term	Long-Term
Multi-family dwellings	None	2, or 1space per 20 units
Universities, colleges, or junior college	2 spaces per principal building except for dormitories	2 spaces per principal building except for dormitories
Offices	2, or 1 per 10,000 square feet, or per CMPC review	5% of auto parking
Retail establishments	12,000 square feet, or 1 per 25 employees, or 30 maximum spaces	5% of auto parking, or 50 spaces max
Manufacturers and warehouses	2, or 1 per 40,000 square feet	1% of auto parking

For Carpool Spaces

Developments that would require at least 100 spaces to serve institutional, office and industrial uses on a parcel are eligible to reduce their requirement provided a minimum of 15% of required parking spaces are dedicated to carpool vehicles. In this case, the remaining number of parking spaces can be reduced by 2 for each carpool space provided.

Key Target Area Practices

Uptown Mixed-Use District

The Uptown Mixed Use District (UMUD) establishes minimum standards for design and development in Downtown Charlotte (known locally as “Uptown”).

Baseline Requirement Reductions

Parking is only required in the UMUD for new land uses meeting conditions shown in **Figure 8**. Existing floor area in renovated and rehabilitated buildings, and all other uses and conditions not listed in **Figure 8** are exempt from parking requirements.

All new parking spaces can be provided on-site, or at off-site locations up to 1600 feet from the permitted use, and new parking will not be allowed to have vehicular access directly from or to the Transit Mall, with minimal exceptions.

Figure 8 Uptown Mixed Use District Parking Requirements

Land Use	Condition	Minimum Parking Requirement
Office	Contains more than 20,000 square feet of gross floor area and is located on lots with a street frontage greater than 40 feet on any single street	• Up to 200,000sf GFA: 0.5/1000sf GFA
Commercial		• 200,001-500,000sf GFA: 0.75/1000sf GFA
Hotels and motels	All	0.5/room
Dwellings	All types	1/DU
Dwellings	B&B's	2 spaces
Dwellings	Boarding Houses	2 spaces

Transit Oriented Districts

Distinct code regulations and parking standards designed to promote transit-oriented development (TOD) are currently articulated in in Chapter 15 of the Unified Development Ordinance, which was adopted in April 2019 and amended in 2020.⁵ This chapter’s key regulations affecting how future projects in these districts are likely to address parking supply and management, as well as related mobility impacts, are outlined below. There are four TOD district classifications, and each district has different parking rates for low, medium, and high density development.

⁵ https://charlotteudo.org/wp-content/uploads/2020/01/TOD-ZoningOrdChapter15_corrected_01_2020.pdf

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District	Description
TOD-TR Transit Transition Zoning District	“The TOD-TR Transit Transition Zoning District is appropriate for parcels near moderate intensity rapid transit stations and streetcar stops to transition from higher intensity Transit Oriented Development Zoning Districts to adjacent existing neighborhoods, or in transit neighborhoods where the rehabilitation and reuse of buildings is important to preserving the existing character and scale.” ⁶
TOD-CC Transit Community Center Zoning District	“The TOD-CC Transit Community Center Zoning District is appropriate for parcels near moderate-intensity rapid transit stations and streetcar stops. Its lower maximum building heights, and less stringent design standards are intended to accommodate and encourage transit oriented and transit supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown.” ⁷
TOD-NC Transit Neighborhood Center Zoning District	“The TOD-NC Transit Neighborhood Center Zoning District is intended for use in existing or future transit station areas and near streetcar stops as a transition from a higher intensity TOD-UC Zoning District to adjacent existing neighborhoods, or where the rehabilitation and reuse of existing structures is important to preserving the character of established neighborhoods.” ⁸
TOD-UC Transit Urban Center Zoning District	“The TOD-UC Transit Urban Center Zoning District is appropriate for parcels near high-intensity rapid transit stations and streetcar stops. Of the Transit Oriented Development Zoning Districts, the TOD-UC Zoning District will permit the greatest building heights, demand the uppermost level of site and architectural design, permit the least amount of vehicle parking, and require the most urban form of streetscape and public realm. This zoning district should be used on sites closest to transit stations and a limited number of streetcar stops where the highest density and most intense uses are envisioned.” ⁹

⁶ https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf. Page 11.

⁷ https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf. Page 11

⁸ https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf. Page 11

⁹ https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf. Page 11

Baseline Requirement Reductions

No vehicle parking is required for any use in any TOD District, except for most food and beverage uses and live performance venues within 200 feet of a single-family residential zoning district which must provide 2 spaces per 1k SF of GFA plus 50% of the floor area of any outdoor dining area.

Other Practices

Bike Parking

All uses in TOD Districts are required to provide a minimum of two short-term bicycle spaces, but individual uses are not required to provide more than 30 short-term spaces. Long-term spaces are required for all uses in TOD districts that require more than three total bicycle parking spaces. Long-term spaces must be provided as a minimum percentage of its total space requirement. This allows developments the flexibility to provide nearly all of their bicycle parking spaces as long-term spaces, save for the minimum two short-term spaces that are required of all developments.

The minimum number of total and long-term bicycle spaces required for each land use is outlined in **Figure 9**. Notably, the code includes bicycle parking requirements for open space uses, transit stations (which requires the entire minimum be provided as long-term), and parking lots and structured parking facilities wherein parking is the principal use.

Figure 9 Transit Oriented District Bicycle Parking Requirements

Principal Use	Minimum Bicycle Spaces	Required Long-Term Spaces
Residential Use (Not required for single-family attached)	1/5 dwelling unit, or 1/4 rooms for congregate living	80% of required bicycle spaces
Commercial	1/1,500sf GFA	25% of required bicycle spaces
Institutional & Governmental	500sf	25% of required bicycle spaces
Educational - Pre-School/Kindergarten	1/8 classrooms	25% of required bicycle spaces
Educational - Primary or Secondary	1/4 classrooms	25% of required bicycle spaces
Public Health & Social Service	1/5 dwelling unit, or 1/4 rooms for congregate living	25% of required bicycle spaces
Parking Lot or Structured Parking Facility (Principal Use)	1/25 motor vehicle spaces	25% of required bicycle spaces
Transit Station	8 minimum	8 minimum
Open Space Use	2 per acre	25% of required bicycle spaces

Flexible Maximum Linked to Public Benefits

The Transit Oriented Development Districts code includes an incentive to provide public parking by limiting the amount of on-site parking that can be provided for most land uses (Maximum Vehicle Parking Spaces) but allowing developers to include more parking if a significant share of the parking will be available for public use, as described below:

- Visitor parking in multifamily residential development can exceed the maximum by 10 spaces, or 10% of the number of dwelling units on-site, whichever is greater.

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- Supplies can exceed the maximum by up to 50% if any one of the following conditions are met:
 - 10% of the total number of spaces are provided for public use 24 hours a day and seven days a week.
 - 20% of the total number of spaces are provided for public use as shared spaces available from 8:00 a.m. to 6:00 p.m., Monday through Friday.
 - 20% of the total number of spaces are provided for public use as shared spaces available from 6:00 p.m. to 8:00 a.m., seven days a week

This policy encourages new projects to include parking that can help meet the longstanding and expanding public parking supply deficit, particularly in a market where many developers are likely to seek approval for supplies that exceed the “maximums” now allowed in these districts. City staff noted that developers were supportive of the maximums with these flexible options to exceed the maximum.

Loading

In TOD Districts, the loading requirement process is simplified compared to the Countywide standards. All non-residential uses are required to provide the same number of loading spaces, based on the size of the development. For residential uses, only multi-family developments with more than 50 dwelling units are required to provide loading space.

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Figure 10 Mecklenburg County Loading Requirements (TOD Districts)

Non-Residential Uses	
Gross Floor Area (Square Feet)	Loading Space Requirement
Less than 50,000	None
50,000 - 150,000	1
More than 150,000	1 per additional 100,000 sf in excess of 150,000 sf
Multi-Family Residential Uses	
Dwelling Units	Loading Space Requirement
Fewer than 50	None
50 or more	1

Code Complementary Practices

- Comprehensive Plan: Charlotte is creating a new comprehensive plan, the Charlotte Future 2040 Comprehensive Plan. This plan sets out a vision for the future of Charlotte’s development. The UDO is the key implementation tool for the vision set out in the 2040 plan.

Implementation Considerations

- In locations where there are parking maximums, there are ways to exceed parking maximums. Developers were more comfortable with the maximums when Charlotte introduced options to provide parking above the maximum rate.

Lessons Learned

Charlotte has four categories of TOD district. Each has different minimum parking requirements based on the density of development, access to transit, and level of adjacent development. The different parking rates for low, medium, and high-density development allow for flexible maximums.