Section 6. Parking and Loading

A. Intent

1. Promote a "park once" environment within Taft Corners that will enable people to conveniently park and access a variety of commercial, residential, and civic enterprises in a pedestrian friendly environment.
2. Reduce uncoordinated, inefficient, reserved single-purpose parking.
3. Utilize on-street parking.
4. Provide flexibility for redevelopment of small sites.
5. Insure the visibility and accessibility of publicly available parking.
6. Support and encourage a multi-modal, bicycle and pedestrian-friendly and transit supportive environment.

B. Minimum Parking Requirements

1. The parking requirements include reserved parking and SHARED PARKING.
2. There is no minimum parking requirement for the re-use or renovation of an existing structure in which there is no gross floor area expansion.
3. There is no minimum parking requirement for ground floor commercial uses with a footprint under 5,000 square feet.
4. Minimum Reserved Parking
   Reserved parking includes all parking that is not SHARED PARKING.
   a. Civic uses: There is no minimum requirement for reserved parking.
   b. Non Residential uses: There is no minimum requirement for reserved parking.
   c. Residential uses—minimum reserved parking spaces per dwelling unit:
      (i) Efficiency/1-bedroom .75 spaces/unit
      (ii) 2 bedroom units 1.25 spaces/unit
      (iii) 3 or more bedroom units 1.75 spaces/unit
      Note: In calculating the total number of minimum reserved spaces per building, any partial spaces .5 or above are rounded to the next whole number.
5. Minimum SHARED PARKING:
   a. Commercial
      (i) Under 5,000 square feet non-residential gross floor area (GFA) has no minimum SHARED PARKING requirements.
      (ii) 5,000 square feet or greater, non-residential GFA shall provide a minimum of 1.25 spaces per 1,000 square feet as SHARED PARKING.
   b. Residential uses
      (i) .5 parking spaces per bedroom for up to 2 bedroom units;
      (ii) no more than 2 parking spaces total per unit are required for combined Shared and Reserved parking.

Taft Corners Form-Based Code:
Sections 1 to 8
1. Introduction & Definitions
2. Regulating Plans
3. Building Form Standards
4. Architectural Standards
5. Public Realm Standards
6. Parking & Loading
7. Building Functions
8. Administration

Illustration
On-street Parallel Parking

Illustration
Solar Canopy over mid-BLOCK Parking

Illustration
Parking in the BLOCK interior

6. SHARED PARKING shall be accessible to the public and designated by appropriate signage and markings as determined by the Zoning Administrator in consultation with the PRC.

7. Bicycle Parking:
   a. For commercial uses, the developer must provide 1 employee bicycle parking rack (2-bike capacity) per 5,000 square feet of commercial floor area and 1 visitor/customer bicycle parking rack (2-bike capacity) per 10,000 square feet of commercial floor area. The employee and visitor racks may be co-located.
   b. Bicycle parking racks are allowed in the DOORYARD in front of a SHOPFRONT (whether a designated Storefront frontage or an Town Center frontage being used for retail).
   c. For RESIDENTIAL uses, the developer must provide 1 tenant bicycle parking rack (2-bike capacity) per 5 units and 1 visitor bicycle parking rack (2-bike capacity) per 10 units. Projects under 5 units shall have no requirement.
   d. Required minimum tenant or employee parking may be located within the building (but not within individual units) or in an otherwise secure location on-site.
   e. Bicycle parking facilities shall be visible to, or clearly identified for, intended users. The bicycle parking facilities shall not encroach on the CLEAR SIDEWALK nor shall they encroach on any required fire egress.
   f. The Town may place additional public bicycle parking in a single dedicated on-street parking space (maximum 20' frontage) per BLOCK FACE. *See Figure A.*)

8. Permissive parking and loading facilities. Nothing in this bylaw shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings, in accordance with all regulations herein governing the location, design, and operation of such facilities.

   Note: In calculating the total number of minimum reserved spaces per building, any partial spaces .5 or above are rounded to the next whole number.

Figure A. Consolidated public bicycle parking

Illustration B. Bikeshare and EBike use is encouraged.

C. Maximum Parking Requirements

1. Reserved Parking
   Surface and structured parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded:

Use	Reserved Spaces (non-shared maximum)
Residential	2.0 per ROWHOUSE 1.0 per one-bedroom multifamily unit 2.0 per two or more-bedroom multifamily unit
Nonresidential	1.0 per 1,000 non-residential Gross Floor Area

2. Maximum Surface Parking
    a. Within Taft Corners, the total reserved surface parking, shall not exceed 2.0 spaces per 1000 square feet of gross floor area.
    b. Maximum surface parking standards do not apply to structured, basement (under/within a building), on-street, or underground parking
    c. There are no maximum limits on the amount of SHARED PARKING.

D. Special Parking Standards, Joint Parking

Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles. Site configurations existing prior to the adoption of the Taft Corners Form Based Code are exempt from this requirement.

E. Special Parking Standards, On-Street Parking

a. A parking space located on a public street may be included in the calculation of SHARED PARKING requirements if it is adjacent to the building site (where more than 50% of the space is located within the street fronting the development parcel).
b. Each on-street parking space may only be counted once.

F. Special Parking Standards, Tandem Parking

a. Tandem parking is only allowed for residential uses.
b. Two parking spaces in tandem must have a combined minimum dimension of 9' in width by 34' in length.
c. Up to 50% of the total required off-street parking spaces provided may incorporate tandem parking.
d. Tandem spaces must be assigned to the same dwelling unit. Tandem parking shall not be used to provide guest/SHARED PARKING.

G. Surface Parking Lot Planting. For any surface parking lot not separated from the STREET-SPACE by a building, the space between the REQUIRED BUILDING LINE and the PARKING SETBACK LINE shall be planted with canopy shade trees from the Tree Lists in S*ection 5. Public Realm Standard*s. Trees shall be planted at a distance not to exceed 30' on-center within an area, 3 to 7' behind the REQUIRED BUILDING LINE and STREET WALL.

H. Achieving parking requirements**:**

a. Parking shall be located and configured in compliance with the PARKING SETBACK LINE or other regulations for the site on which it is located, as indicated on the Taft Corners REGULATING PLAN and/or BUILDING FORM STANDARD. (*See Section 3.*)
b. Required reserved parking spaces may only be permitted on-site or on an adjacent parcel or a parcel directly across an ALLEY from the development it is serving, if that parcel has a long-term agreement acceptable to the Zoning Administrator.
c. Minimum SHARED PARKING requirements may be met either on-site or within a 600' walking distance of the development.
d. Any time or hour of the day restrictions on SHARED PARKING shall be subject to approval by the Zoning Administrator in consultation with the Design Review Board (DRB). The Zoning Administrator may give approval based on a finding that:
    (i) the parking is visibly designated and accessible to the public;
    (ii) at least 12 hours of public parking are provided in any 24-hour period; and that at least 8 of those hours are provided during either business or evening hours depending on whether the Zoning Administrator determines which A. best serves the overall Taft Corners interests. B. the primary use will be for COMMERCIAL OR RESIDENTIAL uses.

I. Loading Facilities

Where loading facilities are provided, they must be located to, and accessed from, the rear and/or ALLEY side of buildings.

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