

DEVELOPMENT STANDARDS

SECTION 907. ON-SITE PARKING, LOADING, STACKING, AND LIGHTING STANDARDS

907.1. **On-Site Parking**

A. **Intent and Purpose**

On-site, off-street parking facilities shall be provided to lessen congestion in the streets, while ensuring safe and efficient movement of traffic, allowing flexibility in addressing vehicle parking, and ensuring that parking needs associated with new development and redevelopment are met without adversely affecting other nearby land uses, vehicle and non-vehicle movement, and surrounding neighborhoods. The purpose is to provide sufficient parking to accommodate the majority of traffic generated by the range of uses which might be located at the site over time.

B. **Applicability**

This section shall apply to a new development site, a redeveloped site, or where a change in site use occurs.

C. **Existing Nonconformities**

Existing developed sites not meeting the requirements of this section shall be brought into full compliance when one (1) or more of the following conditions are met:

1. An existing use is improved or remodeled in a value of twenty-five (25) percent or more of the valuation of the existing principal structure as reflected on the Property Appraiser's current records.
2. An amendment is required to an existing approved site plan.
3. A change in use generates a requirement for additional parking.

D. **General Standards**

1. On-site parking facilities required herein shall be available throughout the hours of operation of the particular business or use for which such facilities are provided. As used herein, the term "parking space" includes either covered garage space or uncovered parking lot space located off the right-of-way. Service areas such as gas-pump pads, drive-through aisles, or similar areas shall not be calculated as parking spaces. Parking lots should be located along the rear and sides of buildings, with the buildings close to the rights-of-way to promote pedestrian access, reduce visual clutter, and increase store recognition.

2. All parking spaces shall be ample in size for the vehicles for which use is intended. The parking space area per vehicle, exclusive of any driveway or other circulation area, shall be accessible from a street, alley, or maneuvering area, and shall be not less than:

Vehicle Type	Width (feet)	Length (feet)
Standard	9	20
Compact	8	18
Smart Car (or other like vehicle)	8	16
Motorcycle	4	12

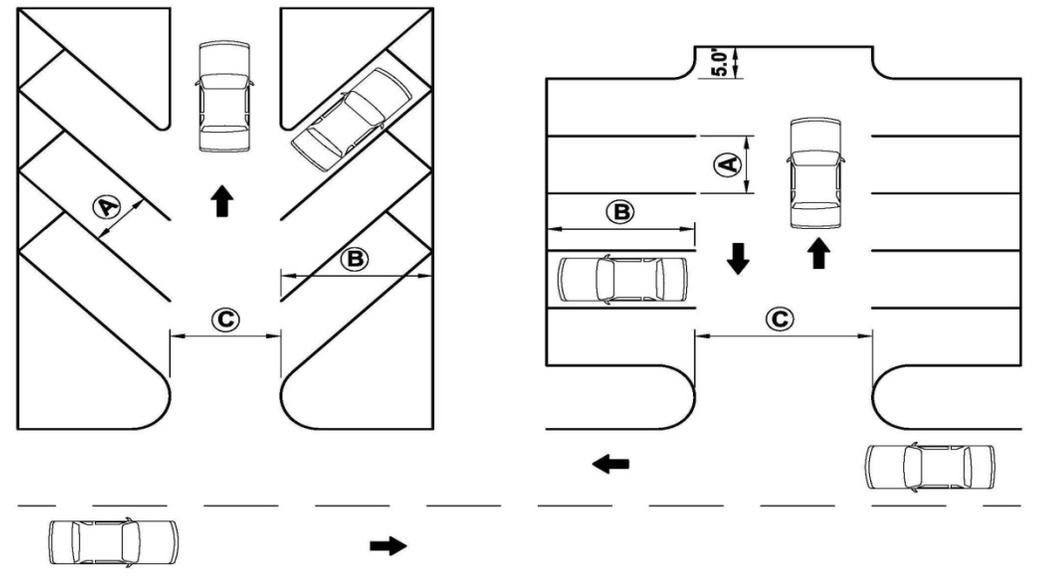
There shall be adequate provision for ingress and egress to all parking and loading spaces designed for use by employees, customers, delivery services, sales people, and/or the general public. Where a parking or loading area does not abut on a public right-of-way, private alley, or easement of access, there shall be an access drive per lane of traffic provided, and not less than fifteen (15) feet in width in all cases.

3. The minimum parking stall length and aisle width shall be as follows:

Minimum Stall Length and Aisle Width (Feet)

Parking Angle	Stall Width (A)	Stall Depth (B)	Aisle Width (C)	
			One-Way Operation	Two-Way Operation
45°	9'	20'	15'	24'
60°	9'	20'	18'	24'
90°	9'	20'	24'	24'
Parallel	9'	24'	15'	24'

**Figure 907.1 A
Off-Street Parking Stall Dimensions**



LEGEND

- (A) **Stall width.**
- (B) **Stall depth.**
- (C) **Aisle width between stalls.**

4. For single-family attached and multiple-family units with individual garage/driveway arrangements, one (1) vehicle may be stacked behind (parked in tandem to) each required off-street parking space and located between garage or carport and the street right-of-way line. Tandem parking must be located in a driveway or designated stabilized area. A clear-sight triangle shall be maintained. In no case shall parked vehicles placed tandem, including hitches or mechanical equipment, overhang a sidewalk. Stacked parking spaces may not be attributed to units not served directly by the driveway/garage. Tandem parking spaces shall be a minimum 40'L X 9'W of which eight (8) feet must be stabilized, and a maximum of 42'L X 16'W, which may include the covered spaces.
5. Commercial and industrial parking may be at a ratio of seventy-five (75) percent full size to twenty-five (25) percent compact parking spaces. If compact spaces are used, they should be evenly distributed throughout the site and shall be denoted by signs or pavement markings. Compact parking spaces shall not be less than 18'L X 8'W.

6. Dead-end parking aisles greater than 150 feet in depth shall provide an emergency vehicle turnaround acceptable to the Fire Marshal sufficient for a thirty-eight (38) foot long truck with a thirty-two (32) foot wheel base, or as determined by the Fire Marshal.
7. A garage or carport may be located wholly or partly inside the walls of the principal building, or attached to the outer walls. If separated from the principal building, the garage shall conform to all accessory building requirements. A freestanding parking garage on a separate parcel shall meet all principal building requirements. Additionally, the opening of the garage shall be sufficiently set back such that any queuing occurs outside of the right-of-way.
8. Surfacing: Any off-street parking area shall be graded for proper drainage and shall be surfaced so as to provide a durable and dustless surface including, but not limited to, a gravel, concrete, bituminous concrete, or stabilized vegetation surface, and shall be so arranged as to provide for orderly, safe parking, and storage of vehicles.
9. Vehicle wheel stops or other design features, such as curbing, shall be used so that parked vehicles do not extend more than two (2) feet into any landscape or buffer area nor reduce an abutting sidewalk width to less than five (5) feet.
10. All vehicular use areas shall comply with the applicable requirements of the Americans with Disabilities Act.
11. Parking structures can be either single-level garages with ground-level parking beneath the upper levels containing habitable floor area, or multi-level garages with ramps leading to at least one elevated parking deck.

Parking Garage Design standards: The following requirements shall apply to parking garages:

- a. Minimum setbacks: Parking garages shall comply with the minimum setbacks for principle structures in the zoning district in which they are located.
- b. Maximum height: Parking garages shall comply with the maximum height for structures in the zoning district in which they are located.
- c. Minimum parking stall dimensions: Shall comply with this section.
- d. Minimum drive aisle widths: Shall comply with this section.

- e. Floor area ratio: Parking garages shall not be counted toward the allowable floor-area ratio for a site unless specifically required by the zoning district.
- f. Vehicular accessibility: Vehicular access shall be designed in a manner that minimizes disruption to pedestrian corridors and the streetscape.
- g. Vehicular ingress and egress shall be provided from an alley or secondary street.
- h. When alley access or secondary-street access is not possible, then vehicular ingress and egress shall be permitted from the primary street.
- i. The width of a driveway intersecting a public sidewalk shall comply with Access Management Section of this Code.
- j. Minimum vehicle stacking requirements at entry points.
 - (1) Free flow entries means an entry into a parking garage without controls, such as attendants or automatic ticket-dispensing controls: one (1) vehicle space per entry lane.
 - (2) Automatic ticket-dispensing entries mean an entry into a parking garage controlled by a machine dispensing tickets for garage use: two (2) vehicle spaces per entry lane.
 - (3) Manual, ticket-dispensing entries mean an entry into a parking garage controlled by a person manually dispensing tickets for garage use: four (4) vehicle spaces per entry lane.
 - (4) Manual, key-card entries mean an entry into a parking garage controlled by a key card for garage use: two (2) vehicle spaces per entry lane.
- k. Orientation: In order to orient parking structures to the interior of development sites, parking garages shall:
 - (1) Include residential dwelling units, retail storefronts or office facades along all first floor exterior walls adjacent to a street, excluding alleys, except where driveways exist; or;
 - (2) Shall be screened with ornamental grillwork, artwork, or similar architectural features.

- I. Architectural design: Parking structures shall be compatible with abutting structures.
- m. Lighting: Light poles on top of parking garages shall be limited to a maximum height of twenty (20) feet. Lighting on top of parking garages is prohibited between the hours of 11:00 p.m. and sunrise, except that lighting is allowed while the parking facility is open to the public. Security lighting is excluded from this prohibition.

E. Parking Facilities Required

Any structure or building hereafter erected, converted, or enlarged for any of the following uses, or any open area hereafter used for commercial purposes, shall be provided with not less than the minimum spaces as set forth below, which spaces shall be readily accessible to the uses served thereby. Fractional numbers of parking spaces shall be increased to the next whole number.

Prior to permitting parking in excess of 110 percent of the required parking or ten (10) spaces, whichever is more, consideration shall be given to shared parking pursuant to Section 907.1.G.

If parking spaces are provided in excess of ten (10) percent of the required parking, those excess parking spaces are encouraged to be constructed with low impact materials; e.g., pervious pavers or stabilized vegetation.

Requirements for off-street parking for uses not specifically mentioned shall be the same as provided for the use most similar to the one sought as determined by the County Administrator or his designee.

In such instances, the applicant shall provide adequate information by which the proposal can be reviewed, which includes but may not necessarily be limited to the following:

- 1. Types of uses;
- 2. Number of employees;
- 3. Building design capacity;
- 4. Square feet of sales area and service area;
- 5. Parking spaces proposed on site;
- 6. Parking spaces provided elsewhere; and
- 7. Hours of operation.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Residential Uses				
Single-Family Detached, Single-Family Attached, and Two-Family Dwellings, Including Modular and Mobile Homes	1, 2, and 3 bedrooms: 2 spaces/unit	100/0	0	If on-street parking is not permitted or is restricted on the unit's street frontage, then 0.25 visitor parking space per unit shall be required. The visitor space shall be located not more than 200 feet from the unit's street frontage. Resident parking spaces may be tandem in accordance with this Code.
	4 or more bedrooms: 3 spaces/unit	100/0	0	
Cluster/Multiple Family Development		75/25		
Resident Parking	Studio: 1 space/unit	100/0	0.02 per provided space	Resident parking spaces may be tandem in accordance with this Code.
	1, 2, or 3 bedroom: 2 spaces/unit	100/0	0.02 per provided space	
	4 or more bedrooms: 3.0 spaces/unit	100/0	0.02 per provided space	

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Residential Uses				
Visitor Parking	0.25 space/unit	50/50	0	On-street parking provided in accordance with the dimensions required for parallel spaces may count toward the visitor parking requirements. These spaces must be located within 200 feet of the building being serviced.
Model Home	As shown above based upon bedrooms, plus 1 space/salesperson	100/0	0	Salesperson space may be a vacant garage space in the model home or on-street parking if otherwise permitted.
Group Living Facilities				
Assisted Living Facilities	1 space per employee on the largest shift, plus 1 space per 4 beds, plus 1 space per facility vehicle	75/25	0.02 per provided space	
Community Residential Home	1 space per 5 clients permitted, plus 1 space per employee	75/25		
Boardinghouse	1 space per room	75/25	0.02 per provided space	
Fraternity or Sorority House	1 space per 2 students based on maximum occupancy, plus 1 space per manager	75/25	0.02 per provided space	

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Commercial Uses				
Uses Located in Shopping Centers and Free-Standing Retail	1 space per 300 SF (GFA)	75/25	0.02 per provided space	
Auto Repair	4 spaces per bay, plus 1 space per employee	75/25	0	Service bays are not spaces.
Auto Sales	1 space/400 SF of GFA, plus 4 spaces for each service bay	75/25	0	Parking spaces shall be in addition to display areas.
Auto Service Station: without Associated Convenience Store	2 spaces, plus 4 spaces for each service bay	75/25	0	Additional use parking associated with the service station, such as fast food or washing stations, shall be calculated in accordance with the use and is in addition to service station parking.
Auto Service Station: with Associated Convenience Store	1 space per 250 SF of GFA store, plus 4 spaces for each service bay	75/25	0	Additional use parking associated with the service station, such as fast food or washing stations shall be calculated in accordance with the use and is in addition to service station parking.

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Commercial Uses				
Auto Wash	2 spaces/washing stall	75/25	0	Stacking shall be provided as put forth in this Code.
Personal Services	1 space per 200 SF	75/25	0.10 per provided space	
Bank, Savings and Loan, Financial Institution	1 space/250 SF	75/25	0.10 per provided space	Stacking shall be provided as put forth in this Code.
Hotel, Motel	1 space per room	75/25	0.02 per provided space	
Home Improvement Stores, Lumberyards; Nurseries		75/25	0.02 per provided space	
Less than 20,000 SF of GFA	1 space/300 SF of GFA for retail sales/publically accessible areas	75/25	0.02 per provided space	
More than 20,000 SF of GFA	1 space/400 SF of gross floor area for retail sales/publically accessible areas	75/25	0.02 per provided space	
Self-Storage Facilities	1 space per 300 SF office, plus 1 space per 1000 SF of storage area	75/25	0	Where 24-foot-wide drive aisles abut the storage building, such aisles may be used as parking and loading space and only office parking is required.
Mortuaries, Funeral Homes, and Undertaking Establishments	1 space per 100 SF of floor area for public use, plus 1 space per employee on shift, plus service area/parking for hearses/ambulances	75/25	0	

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Commercial Uses				
Offices				For on-site parking facilities containing 1,000 or more parking spaces, the parking requirement shall be 1 space per 500 SF of GFA for parking spaces required in excess of 1,000 SF.
Nonmedical Administrative Business and Professional	1 space/300 SF of GFA	75/25	0.02 per provided space	
Government	1 space/300 SF of GFA*	75/25	0.02 per provided space	*Additional spaces will be required for facilities that support public assembly, festivals, customer service activities, elections, or similar activities in accordance with this Code.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Food and Drink				
Restaurants				
On-Premises with no Drive-Through	1 space/100 gross SF of floor area up to 6,000 gross SF plus 1 space/75 gross SF of floor area over 6,000 gross SF, including any outdoor/semi-enclosed eating area	75/25	0.02 per provided space	Curbside-to-go pick-up spaces will not be credited toward required parking.
On-Premises with Drive-Through	1 space/150 gross SF of floor area up to 6,000 gross SF plus 1 space/75 gross SF of floor area over 6,000 gross SF, including any outdoor/semi-enclosed eating area	75/25	0.02 per provided space	Stacking shall be provided as put forth in this Code
Take-out	1 space/300 SF of gross floor area plus 1 per employee on the largest shift	75/25	0.02 per provided space	No seating area provided. Stacking shall be provided as put forth in this Code.
Bars, Taverns, Clubs	1 space per 75 SF	75/25	0.02 per provided space	
Catering/Banquet Halls	2 spaces per 100 SF	75/25	0	
Educational Facilities				
Day Care Center	1 space/staff member, plus 1 space/15 clients of licensed capacity	75/25	0	
Elementary and Middle Schools	1 parking space per faculty member or State Requirements for Educational Facilities (SREF) plus adequate parking for special events; e.g., open houses or pageants.	75/25	0.5 per provided space	Bicycle spaces for teachers and visitors should be separate from spaces for students.

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Educational Facilities				
Senior High Schools	10 spaces per classroom, plus 1 space per administrative or staff position or SREF	75/25	0.5 per provided space	
Colleges, Universities	1 space per student; 1 space per administrative or staff position. Housing facilities on college/university campuses must provide associated off-street parking of 2 spaces for each 3 sleeping rooms. Other such accessory uses for colleges/universities; i.e., libraries, auditoriums, stadiums, etc., shall provide parking as required in this table for such uses.	75/25	0.5 per provided space	
Human Health Services				
Convalescent and Nursing Homes	1 space/4 beds	75/25	0.02 per provided space	
Medical; Dental Offices and Clinics, including Independent Testing Laboratories	1 space/200 SF of GFA	75/25	0.02 per provided space	
Hospitals	1 space per bed	75/25	0.02 per provided space	
Health Club/Gym	1 space per 100 SF	75/25	0.05 provided spaces	
Companion Animal Uses				
Veterinarian Office/Animal Hospital	1 space/200 SF of GFA	75/25	0	

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Companion Animal Uses				
Kennels, Boarding	1 space/300 SF	75/25	0	Kennel spaces are in addition to any required residential parking.
Kennels, Breeding	1 space per nonresidential employee plus 1 space per 1,000 SF of kennel area	75/25	0	Kennel spaces are in addition to any required residential parking.
Grooming Services	1 space/200 SF of GFA	75/25	0	Spaces are in addition to any required residential parking.
Stables, Public	1 space per 5 stalls	75/25	0.02 per provided space	Spaces are in addition to other uses, such as residences, on site.
Entertainment and Recreation				
Arcades, Games	1 space/200 SF of GFA	75/25	0.05 per provided space	
Bowling Alleys	3 spaces/alley, plus required parking for other uses on the site	75/25	0.02 per provided space	
Billiards Hall, Bingo Hall, Lodges	1 space per 75 SF of GFA	75/25	0.02 per provided space	
Driving Range (Golf)	2 spaces/tee plus required parking for any other uses on the site	75/25	0.02 per provided space	
Golf Course (Regulation)	4 spaces/hole plus required parking for any other uses on the site	75/25	0.02 per provided space	
Miniature Golf	1 space/3 holes plus required parking for any other uses on the site	75/25	0.05 per provided space	

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Entertainment and Recreation				
Parks and Other Similar, Passive-Use Open Areas	1 space per 2,500 SF devoted to the activity	75/25	0.05 per provided space	
Other Outdoor Entertainment, Sports, and Recreation	1 space per 3 persons based on occupancy, plus 1 space per employee on major shift	75/25	0.05 per provided space	Where tournaments or similar contests are expected, additional open areas suitable for parking/loading may be required.
Nightclubs and Dance Halls	1 space per 75 SF	100/0	0	
Community Clubhouse/Recreation Center	1 space per 200 SF	75/25	0.05 per provided space	
Skating Rinks	1 space/200 SF of GFA	75/25	0.10 per provided space	
Swimming Pools Commercial	1 space per 120 square of water surface	75/25	0.05 per provided parking	
Swimming Pools Community (Subdivision)	1 space per 200 SF of surface water	75/25	0.05 per provided parking	Where pools are accessory to clubhouse or recreation center, 1 space per 200 SF of structure only.
Tennis, Handball, and Racquetball Facilities	2 spaces/court plus required parking for additional uses on the site	75/25	0.05 per provided space	
Theaters, Movies	1 space/3 seats in auditorium(s)	75/25	0.10 per provided space	
Amusement Parks	Based upon site or traffic analysis		0	

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Entertainment and Recreation				
Marinas, Boat Liveries	1 space per 3 wet slips, plus 1 space per 5 dry slips, plus 1 space per employee	100	0	75 percent of the parking spaces shall be sized for truck and hitched-trailer parking.
Places of Assembly				
Auditoriums, Stadiums, Amphitheaters, and Similar Spaces of Public Assembly	1 space/3 seats or 1 space/35 SF of GFA where there are no fixed seats	75/25	0.10 per provided space	
Religious Assembly	1 space/3 seats within the main assembly room or if there are no fixed seats, 1 space/35 SF of GFA within the main room, plus spaces for additional uses on site	75/25	0.10 per provided space	
Industrial Uses				
Flex Space	Per site or traffic analysis, but not less than 1 space per 500 SF	75/25	0	
Manufacturing or Assembly	1 space per 700 SF	100/0	0	
Truck Terminals and Wholesale Warehouses	1 space per employee, plus 1 space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at one time	100/0	0	Spaces shall be sized appropriately for the intended vehicle.
Visitor Parking	5 spaces per building	75/25	0	

USE	MINIMUM ON-SITE PARKING REQUIREMENT	RATIO OF FULL SIZE TO COMPACT SPACES (FULL/COMPACT)	REQUIRED BICYCLE SPACES PER PARKING SPACE	NOTES
Utilities				
Unmanned Projects, such as Substations, Cell Towers, and Water or Wastewater Pumping Stations	1 space per location			

F. Allowed Parking Facility Reductions

Where the following alternative transportation options are provided, the required parking spaces for Commercial, Office, Multiple Family, and Industrial uses may be reduced; such options shall be assessed cumulatively:

1. Carpools, Vanpools, or Bike Sharing

Where infrastructure and support programs to facilitate shared vehicle or bicycle use, such as carpools, vanpools, car-share services, ride boards, bike-share systems, and shuttle services to mass transit are provided, the required parking spaces may be reduced by up to ten (10) percent.

2. Low-Emitting, Fuel Efficient, and Alternative Energy Vehicle Sharing Program

Where building occupants have access to a low-emitting, fuel efficient, or alternative energy vehicle-sharing program, the required parking spaces may be reduced by up to ten percent. The following requirements must be met:

- a. A vehicle-sharing contract must be provided that has an agreement of at least two (2) years.
- b. The estimated number of building occupants served per vehicle must be supported by documentation.
- c. A narrative explaining the vehicle sharing program and its administration must be submitted.
- d. Parking for low-emitting and fuel efficient vehicles must be located in the nearest available spaces in the nearest available parking area.

In addition to the reduced number of spaces, the spaces provided for low-emitting, fuel efficient, or alternative energy vehicles may be reduced to a minimum of 5'W X 9'L.

3. Transit Facilities

Where the facility is located within one-quarter mile walking distance (measured from the project boundary) of one (1) or more existing or planned stops, the required parking spaces may be reduced by up to fifteen (15) percent.

Where a reduction in the required parking is requested, the applicant shall provide an alternative standard application with adequate information by which the proposal can be reviewed.

G. Shared Parking

To reduce heat island effects and the development of unnecessary, impervious parking areas; shared parking is encouraged.

Shared parking may be allowed when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is most effective when these land uses have significantly different peak-parking characteristics that vary by the time of day, day of the week, and/or season of the year.

1. Calculation of Parking Spaces Required with Shared Parking

The minimum number of parking spaces for a mixed-use development or where shared-parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute (ULI), Shared Parking Report, Institute of Transportation Engineers (ITE), Shared Parking Guidelines, or other approved procedures. A formal parking study may be waived where there is established experience with the land use mix and its impact is expected to be minimal. The actual number of parking spaces required shall be based on well recognized sources of parking data, such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. These surveys should consider the seasonal peak period for the combination of land uses involved. The applicant shall determine the minimum number of parking spaces required for shared-parking arrangements or mixed-use developments by the following:

- a. Determine the number of parking spaces that are required for each land use separately.
- b. Based on the hourly variation in parking demand, determine the peak-parking demand for the combined demand of all the uses in the development.

- c. Compare the calculations in Steps a and b above, and the lesser of the two (2) peak-parking demands shall be used as the minimum number of parking spaces that needs to be provided.
2. Distance to Parking Spaces and Pedestrian Connection Requirements

The closer shared spaces are to the land uses they serve, the more likely the arrangement will be a success. Shared spaces for residential units must be located within 300 feet of dwelling unit entrances they serve. Shared spaces at other uses must be located within 500 feet of the principal building entrances of all sharing uses. However, up to twenty (20) percent of the spaces may be located greater than 500 feet but less than 1,000 feet from principal entrances. Clear, safe pedestrian connections must be provided. Up to fifty (50) percent of nonresidential spaces may be provided at greater distances if a dedicated shuttle bus or van service is provided from a remote parking facility.

3. Agreement Between Sharing Property Owners

If a privately owned parking facility is to serve two (2) or more separate properties, a recorded legal agreement between property owners guaranteeing access to, use of, and management of designated spaces is required. The recorded, legal agreement shall be acceptable to the County Attorney's Office.

4. Shared Parking Plan

Where shared parking is proposed, a shared parking plan shall be submitted that includes the following:

- a. A site plan of the parking spaces intended for shared parking and their proximity to land uses they will serve.
- b. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if distinctions can be made).
- c. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.
- d. A safety and security plan that addresses lighting and maintenance of the parking area.

H. Bicycle Parking Facilities Standards

The following customer standards shall apply for bicycle storage areas:

1. Bicycle parking facilities shall include provisions for the secure storage and locking of bicycles in a stable position without damage to wheels, frames, or components.
2. All designed bicycle parking facilities shall be provided with markings and symbols clearly visible to the public which indicates the location of the bicycle parking facilities.
3. For nonresidential developments, visitor and customer bicycle parking facilities must be clearly visible from a main entry and located within 100 feet of the door, served with night lighting where required, and protected from damage from nearby vehicles. If the building has multiple main entries, bicycle parking facilities must be proportionally dispersed within 100 feet of each entry.