

# Overview of Proposed Parking Regulations Changes

## Major Changes:

- 1) Added Parking Maximums (with supplemental landscaping) and Minimum Bicycle Parking Standards (See Section 3-3.2 (A)).**
  - a. Revised current parking table to include minimum motor vehicle parking requirement and a minimum bicycle parking requirement.
  - b. Motor vehicle parking that exceeds 175% of the minimum requirement must plant a large variety tree within 50 ft. of all parking spaces, rather than 75 ft., in planting areas a minimum of 600 square feet. Maximum parking allowance may be exceeded without supplemental landscaping with approval of a parking study by Transportation Director showing that number of parking spaces necessary to meet demand.
  - c. Based minimum bicycle parking requirements on ratios of 1:5,000, 1:10,000, 1:20,000, or 1:50,000 per GFA with a 2 space minimum and a 20 space maximum.
  - d. Exempted single-family residential, industrial uses, heavy duty retail/service uses (e.g. building contractors), and uses for which there would be little to no bicycle traffic (e.g. car washes, furniture stores).
  - e. Allows for alternative compliance for bicycle parking layout plan with Planning Board Approval.
  
- 2) Added requirement for 5-foot paved pedestrian walkways to be constructed between each sidewalk-designated collector or thoroughfare street and one principal building entrance. (See Section 3-3.3 (A) (5)).**
  - a. Required in multifamily, office, business, institutional or mixed use zoning districts for new developments, or for expansions/redevelopments greater than 10,000 sq. ft. (expansion threshold same as for public sidewalks).
  - b. Allowed waivers for uses not generating pedestrian traffic (e.g. communication towers), existing topographic grades exceeding 8% (ADA maximum grade), for areas restricted from public access, or for impractical difficulties. Appeals from staff decisions on waivers to be heard by Zoning Board of Adjustment.
  
- 3) Added requirement for cross-access drives to be constructed linking no more than two (2) adjoining properties for sites along collector or thoroughfare streets unless stated waivers are met. (See Section 3-3.3 (E) (2)).**
  - a. Required access drives within a minimum 25-foot accessway easement in LO, GO, IP, LB, PB, GB and HB districts for new developments and expansions/redevelopment greater than 10,000 square feet. Waivers include significant topographic changes, significant natural features (e.g. creeks, streams), sufficient access from other streets, existing cross-accessways, lack of space for cross-access drive, or utility/building obstructions. Appeals from staff decisions on waivers to be heard by Zoning Board of Adjustment.
  
- 4) Used a tiered approach as to how much additional parking lot landscaping is required for existing building expansions or redevelopment, based on the percentage of the gross floor area (GFA) this is affected. (See Sections 3-4.3 (A) (4) for (W) and (F)).**
  - a. 50% building GFA or less, only the new motor vehicle surface area associated with the building expansion shall meet landscaping requirements.
  - b. 51% to 80% GFA, the entire motor vehicle surface area shall meet one-half (½) of the landscaping requirements for the entire building.
  - c. Greater than 80% GFA, the parking area for the entire building shall meet all of the required parking lot landscaping requirements.
  
- 5) Applied the parking lot landscaping requirements of the UDO's tree ordinance to Forsyth County. (See Section 3-4.3 (C) (5) for (W) and Section 3-4.3 (C) (1) – (10) for (F)).**
  - a. Made the motor vehicle surface area tree planting requirements identical between Winston-Salem and Forsyth County (no tree save provisions for the county).
  - b. Increased parking lot spacing of trees in the County from 50 feet to 75 feet and differentiated between large, medium and small variety of trees in the county. All landscape areas must be a minimum 600 square feet.
  - c. Alternate compliance to the parking lot landscaping requirements may be possible with planning board approval.

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## **Minor Changes:**

- 1) **Offered three bicycle incentives of up to a 5% reduction in motor vehicle parking spaces for (See Section 3-3.3 (B) (4) and Section 3-3.5 (G)):**
  - a. Installing a bicycle locker that offers covered, secure protection for at least 2 bicycles.
  - b. Providing at least twice the minimum number of bicycle spaces required by the UDO for a particular use.
  - c. Providing a minimum of 4 bicycle spaces for uses that are exempt from bicycle parking requirements.
- 2) **Provided detailed information in a *Bicycle Rack and Bicycle Locker Details* policy that provides drawings and links to internet sites that carry approved racks and lockers. Alternative measures to suggested bicycle racks and lockers may be approved by the Transportation Director or designee. (See Section 3-3.3 (B) (4) (b) and Sections 3-3.5 (G) (3) (a) and 3-3.5 (G) (5))**
- 3) **Replaced the existing two tables for loading/unloading with the following tables: (See Section 3-3.6 (A) and (D)):**
  - Retail buildings and restaurants/dining facilities,
  - Offices, institutional buildings and hotels motels, and
  - Industrial/warehouse distribution buildings.
  - a. Loading space or dock not required for any building less than 20,000 square feet rather than 5,000 square feet in current UDO. Loading spaces would not be required for drug stores, restaurants, dollar stores and other similar uses.
  - b. Square footage increments for additional loading spaces are larger than in the current UDO, thereby requiring fewer loading spaces in many instances.
- 4) **Clarified minimum sidewalk width standards when sidewalks are located next to parking spaces using wheel stops, curbs or grass strips. (See Section 3-3.3 (G))**
- 5) **Allowed alternative compliance for parking regulations with submittal of a parking study approved by the Director of Public Works in the Campus (C) district, the Major Retail Business–Special Use District (MRB-S), and for very large parking areas (contiguous parking areas with 500 or more spaces) in any district, and to allow for parking to exceed maximums without supplemental landscaping. (See Section 3-3.2 (D) (1) and Sections 3-3.5 (D) and (O)).**
- 6) **Required consideration of cooperative use parking as a condition of off-site parking accessory to multifamily or institutional uses. (See Section 3-3.4 (A)).**
- 7) **Allowed the use of multiple permeable pavement surfaces for new and expanded parking lots in GMA 2, based on an approved stormwater management plan or a reviewed green parking lot plan. Such parking lots already allowed in other GMAs. (See Section 3-3.3 (C) (1)).**
- 8) **Added parking incentive to reduce 2 motor vehicle parking spaces for each carpool, car-share, or electric car charging station added. Allowed a reduction of 4 motor vehicle parking spaces for each vanpool space included. In no case shall the total of these incentives exceed 10% of total required parking. (See section 3-3.5(N)).**

## **Housekeeping Changes:**

- (1) **Required delineation of all parking spaces with high contrast markings. (See Section 3-3.3 (D) (1)).**
- (2) **Clarified that bicycle parking spaces may exceed maximum limits without having to meet supplemental landscaping requirements (See Section 3-3.2).**

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