

ORDINANCE O-2022-44

A BILL FOR AN ORDINANCE AMENDING CHAPTER 15.05, SECTION 15.05.080 OF THE
LONGMONT MUNICIPAL CODE ON STREET PARKING, STACKING, AND LOADING

THE COUNCIL OF THE CITY OF LONGMONT, COLORADO, ORDAINS:

Section 1

In this ordinance, ellipses indicate material not reproduced as the Council intends to leave
that material in effect as it now reads.

Section 2

The Council amends section 15.05.080 of the Longmont Municipal Code, by adding
italicized material and deleting stricken material, to read as follows:

15.05.080 – Off-Street Parking, Stacking, and Loading

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B. Applicability.

1. New Development and Redevelopment. Unless otherwise exempted in this
development code, this section shall apply to all development.

2. Nonconforming Parking and Loading. Nonconforming off-street parking
and loading requirements shall be subject to section 15.08.100.

3. Exemption. Properties located within the General Improvement District
("GID") are exempt from minimum and maximum parking requirements.

C. Reserved. Change in Use. Off-street parking and loading shall be provided for
any change of use that would result in a requirement for more parking or loading
spaces than the existing use.

D. Calculation of Parking and Loading Requirements.

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5. ~~Reserved. Garages and Surface Parking for Multifamily. Garage and surface parking serving multifamily dwelling units shall only count toward the total parking requirement if the garage or surface parking is included as part of the sale or rent of the unit.~~

6. On-Street Parking. Parking on adjacent local/collector streets or internal streets fronting on a lot containing single-family attached or multifamily dwellings may satisfy the minimum off-street parking requirement based on City evaluation; ~~or for uses within~~ For mixed-use or nonresidential zoning districts, on-street parking on adjacent local/collector streets may satisfy the parking requirements, and will be evaluated on a case-by-case basis.

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E. Required Number of Off-Street Parking Spaces. Required number of off-street parking spaces for projects not in the GID, Mixed Use Corridor (MU-C) or Mixed Use Downtown (MU-D) zoning districts.

1. Number of Parking Spaces Required - By Land Use.

Table 5.5: Off-Street Parking Spaces Required	
Use Type	Parking Requirement
RESIDENTIAL USES	
Household Living Uses	Minimum Spaces; <u>except that for Mixed-Use Corridor (MU-C) and Mixed-Use Downtown (MU-D) zoning districts only, the following shall be maximum spaces:</u>
Co-housing (new)	1.5 per dwelling unit
Dwelling, single-family attached	2 per dwelling unit
Dwelling, single-family detached	2 per dwelling unit
Dwelling, live/work	1.5 per dwelling unit plus work area calculated by applicable nonresidential use

Dwelling, multifamily	Efficiency or One Bedroom: 1.75 per unit Two Bedrooms: 2 per unit Three Bedrooms: 2.25 per unit Four Bedrooms and above: 3 per unit
Mobile home park or subdivision	2 per mobile home unit
Housing Living Uses	Minimum Space Within Any Zoning District; except for Mixed-Used Corridor (MU-C) and Mixed-Use Downtown (MU-D) districts, the following are exempt from parking minimums:
Affordable Housing	1 per dwelling unit designated as an affordable unit

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3. ~~Reserved. Parking Reduction for Affordable Housing Dwelling Units.~~

~~Minimum parking for affordable dwelling units shall be one space.~~

4. Accessible Parking. The ~~design and~~ location of accessible parking spaces shall be pursuant to the adopted building code and the Americans with Disabilities Act (ADA), as amended. The number of required ADA spaces shall be provided as follows, including that one in every six accessible parking spaces, but not less than one space per site, shall be van accessible:

Table 5.6: Required Accessible Parking Spaces	
Total number of off-street parking spaces provided	Minimum required accessible spaces
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2 percent of total
More than 1,000	20 spaces, plus 1 for each 100 spaces over 1,000 spaces

F. Location of Off-Street Parking Spaces.

1. Residential Zoning Districts.

a. ~~Reserved. Required off-street parking spaces in residential zoning districts shall be located on the same lot or parcel as the principal use.~~

b. ~~Required~~ Off-street parking for single-family detached and single-family attached dwellings may be located within the front yard setback area on a hard-surfaced driveway approved by the city, but shall not be located in any landscape area.

c. Off-street parking for multifamily dwellings shall be located behind buildings or no closer to the street than buildings to the maximum extent practicable.

2. Mixed-Use and Nonresidential Zoning Districts.

a. ~~Required~~ Provided off-street parking spaces in the mixed-use and nonresidential zoning districts shall be located on the same lot as the building or use for which they are required unless parking spaces are provided, through a shared parking agreement, on lots within one-quarter mile (1,320 feet) from the proposed building or use.

b. Off-street parking in the mixed-use and nonresidential zoning districts shall not be located within a required buffer or landscape area or in the right-of-way between the curb and the property line.

c. Off-street parking and loading areas shall be located behind buildings or no closer to the street than buildings to the maximum extent practicable. See sections 15.05.120 and 15.05.200 for additional site layout requirements.

d. In the MU-D and MU-C zoning districts, no parking lots shall front Main Street for new developments.

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H. Parking Lot Layout and Design.

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5. Surfacing Materials. All parking and driveway areas, primary access to parking facilities, and other vehicular use areas shall be surfaced with concrete, asphalt, or approved permeable paving in conformance with city standards, except ~~that those~~ driveways with primary access to residential uses shall be surfaced with concrete. The director may allow an administrative modification under subsection 15.02.080.B for gravel, recycled asphalt or similar acceptable surface materials to be used for long-term or overnight-only vehicle storage areas.

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8. Design of Off-Street Parking Spaces.

a. Minimum Dimensional Requirements.

i. Off-street parking spaces shall comply with the minimum dimensional standards stated in Table 5.7 below:

Table 5.7: Required Parking Space and Aisle Dimensions						
Type of Space	Parking Angle	Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
Standard space (9 feet x 18 feet)	45° (one-way drive)	9 feet	19 feet	13 feet	12 feet 8 inches	1 foot 5 inches
	60° (one-way drive)	9 feet	20 feet	13 feet	10 feet 5 inches	1 foot 8 inches

	90° (two-way drive)	9 feet	18 feet; 16 feet with overhang per subsection 8.a.iii below	24 feet	9 feet	2 feet
Parallel space	0°	8 feet	8 feet	12 feet	24 feet	0 feet
ADA spaces	Pursuant to the adopted building code and the Americans with Disabilities Act (ADA), as amended. <u>Van accessible spaces shall be designed with the following dimensions: 11' wide x 18' long parking stall with a 5' wide access aisle. Standard ADA-accessible parking stalls shall be designed with a 9' wide x 18' long parking stall with a 5' wide access aisle.</u>					

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Section 3

To the extent only that they conflict with this ordinance, the Council repeals any conflicting ordinances or parts of ordinances. The provisions of this ordinance are severable, and invalidity of any part shall not affect the validity or effectiveness of the rest of this ordinance.

Introduced this 25th day of October, 2022.

Passed and adopted this _____ day of _____, 2022.

MAYOR

ATTEST:

CITY CLERK

NOTICE: THE COUNCIL WILL HOLD A PUBLIC HEARING ON THIS ORDINANCE AT 7:00 P.M. ON THE 15TH DAY OF NOVEMBER, 2022, AT THE LONGMONT CITY COUNCIL MEETING.

1 APPROVED AS TO FORM:

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4 /s/ Atasi Titlow 10/18/2022
5 ASSISTANT CITY ATTORNEY DATE

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8 /s/ Cristi Campbell 10/18/2022
9 PROOFREAD DATE

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12 APPROVED AS TO FORM AND SUBSTANCE:

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14
15 /s/ Glen Van Nimwegen 10/21/2022
16 ORIGINATING DEPARTMENT DATE

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18 CA File: 22-001799