

Summary of Development Regulations Applicable to Parking Lots Downtown

- **MTC Zoning Requirements**

- Street screening device along all Pedestrian Priority A and B streets. Standards specify a 2' to 4' tall wall, landscaping, or combination thereof.
- In no case shall any portion of a parking lot have frontage along a Pedestrian Priority A street without the required screening device.
- No driveway access to Pedestrian Priority A and B streets. Exceptions allowed under certain conditions such as site not adjacent to a service street.
- Maximum driveway width of 24'.
- Residential transition screening device required adjacent to single-family residential.
- Parking located 6' behind property line along Pedestrian Priority B streets.

- **Standard Parking Requirements**

- *MTC is exempt from parking ratios, but is required to comply with other design standards; City Engineer and/or Fire Marshal are permitted to allow some deviations to dimensions and maneuvering within the MTC.*
- Minimum parking space dimensions.
 - 9' x 18' for perpendicular
 - 8' x 22' for parallel
- Drive aisle dimensions
 - 24' for two way and/or 90 degree parking
 - 20' for angled parking
 - 12' for one-way drive aisle with no parking
- Handicap spaces per ADA standards; ADA requires all parking lots to comply with standards regardless of surface, use, etc.
- All maneuvering must occur on site or within a mutual access easement. No maneuvering may occur in a public right-of-way except an alley.
- Asphalt or concrete surface required unless another surface approved through site plan process for operations which include storage or use of tracked equipment.
- Parking areas shall be clearly delineated by stripping, buttons, barriers, or other approved methods.
- Barriers installed to prevent overhang of vehicles into required landscape areas, right-of-way, pedestrian areas, and private property.

- **Standard Landscaping Requirements**

- *MTC is exempt from landscape requirements unless "achievable and would contribute to purpose and intent of the MTC" as determined by Landscape Administrator; requirements stated hereunder or those that are typically applied.*
- Canopy trees at the terminus of every parking row.
- Have a landscape area with canopy tree within 65' of every parking space.
- Parking lot screening from street frontage (also required by MTC)
- Street frontage canopy trees.
- Buffers and screening from adjacent properties.

- Landscape areas with curbs must be provided to define parking areas and circulation patterns.
- **Street Design Standards**
 - *Street Design Standards allow for deviation if approved by the Director of Engineering; such deviations cannot be detrimental to the public welfare and must be supported by an engineering study.*
 - Driveway width: minimum 24' maximum 40'. (MTC specifies 24' maximum).
 - Throat Length: typically 50' on a minor street, but variances typically allowed down to the parkway width plus the minimum required landscape buffer based on study of traffic volume on adjacent street, size of parking facility, circulation pattern, etc.
 - Driveway spacing: 180' minimum on Collector Streets, no minimum on local streets because non-residential access typically not allowed to local streets. Non-residential access to local streets thus reviewed on a case by case basis similar to variance criteria for throat length. In no case is a driveway allowed within the radii of a street intersection or within 30' of a street intersection.
- **Other Engineering Requirements**
 - At a minimum, a grading permit is required for any disturbance of earth. Grading, and erosion control plans would be required to determine impact of earth disturbing activity plus a drainage area map to see how much additional storm runoff is created and where it is going. Paving could also be included under a paving only permit.
 - No lot-to-lot drainage onto residential property. No increased storm runoff onto adjacent property without easements and improvements; no increased storm runoff into adjacent right-of-way without study on impact.
 - New / reconstructed sidewalks are typically only considered if the platting and/or site planning process were introduced; however, since the creation of a parking lot would generate pedestrian traffic it would be prudent to consider sidewalk connectivity.