

## Topic 2: Guest Parking Ratios

### General information:

- Town Staff research on codes in multiple municipalities to get a sense for best practices related to required guest parking, in addition to the required per dwelling unit parking:

Guest space / Dwelling Unit (DU)	Attached SF	Multifamily
Berthoud	1 / 5 DU	1 / 5 DU
Brighton	-	-
Evans	Lots <35' frontage +1/unit	1 / 5 DU – Min 1 to Max 20
Erie	Consider on-street as “guest”	
Firestone	1 / 3 DU	1 / 3 DU
Greeley	+10% of Req'd Parking spaces	+10% of Req'd Parking spaces
Loveland	-	+5% of Req'd Parking spaces
Mead	1 / 3 DU	-
Thornton	1 / 5 DU	1 / 5 DU
Timnath	-	Up to 20% reduction
Windsor	1 / 8 DU	1 / 8 DU

### Analysis and Recommendation:

- There is a wide range from not regulating at all to requiring up to 33% additional spaces.
- Staff found no municipality that has specifically addressed cluster/courtyard type housing configurations in their codes. In discussing this with their planning staff, our assessment is that many of them to note require that and those that do tend to address that in the process of reviewing an overall PUD and tend to handle on a case-by-case basis with no code guidelines.

For detached single-family homes, the LUDC requires a minimum of 2 parking spaces in an enclosed garage. For attached units and other multi-unit residential structures, the code takes into account the number of bedrooms in a unit, and assigns a parking minimum based upon that likely impact and demand for parking:

<i>Dwellings (attached, multiple, or mixed)</i>	1 / unit (Studio / 1 bedroom) 1.5 / unit (2 bedroom) 1.75 / unit (3 bedroom) 2 / unit (4 + bedroom) Attached Single Family (duplex, rowhome) shall provide required spaces in an enclosed garage.
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For townhomes, cluster/courtyard homes and other housing types where additional spaces are not provided on-site in a full-length (20+ foot) driveway, Staff shares Council concerns that additional parking should be provided and believes the goal is to find a reasonable balance that ensures adequate parking where warranted and desired.

Attached are two exhibits of recent projects and how parking was accommodated; both also provide 2-car garages for each unit.

- Exhibit 2-1 shows the Mountain View West Townhomes Phase II parking exhibit, which subdivision and development plan was recently approved with 125 townhomes and providing approximately 48 spaces in on-street areas, as well as 17 off-street spaces.
  - That equates to about 7% off-street spaces of the 250 required. (1 space / 7 DU)
  - Counting the street spaces as well, gives a total of 65 spaces providing +26% additional spaces or approximately 1 space / 2 DUs.
- Exhibit 2-2 depicts the typical carriage homes configuration in Thompson River Ranch (TRR) which has relied on on-street parking to provide guest and overflow parking. With the width of those lots, there is a 94-foot street-front area available for on-street parking across that cluster that accommodates four parallel spaces (typical length is ~22'). No additional off-street parking spaces have been required at TRR. Equates to 1 guest space per home.

For apartments, the municipalities screened ran the gamut from reducing parking by 20% to requiring additional 20% parking, based on the minimum parking standards. With the scale of projects that the Town has seen for multifamily lately – with an apparent sweet spot in the multifamily market currently for 250-500 units in a single complex, there seems to be some built-in balance and the market seems to be accommodating the parking they feel is needed without additional regulation at this time. As these larger complexes are relatively new to the Town, we will monitor the parking in and around these areas to see if additional regulation may be needed.

Staff recommends the following:

1. Requirement for “guest parking” at a rate of 1 space / 2 DUs for detached single family homes that do not accommodate additional parking in min 20-foot driveways, outside of the required 2 car garage.
2. Requirement for “guest parking” for the “Dwellings (attached, multiple, or mixed)” code category at a rate of 1 space / 10 required spaces (10%) on lots up to 100 min spaces required, plus 1 additional space / for each additional 20 spaces (5%). For example a use that would require a minimum of 160 spaces would require 10 (10% on first 100) + an additional 3 spaces (5% of the 50 spaces over 100).
3. Permit on-street parking to be counted toward that additional parking.