

Article 7

Off-Street Parking and Loading

7-9 Special Parking Considerations for the CBD District

7-9.1 Off-Site Parking in CBD

In the Central Business District, up to twenty-five percent (25%) of the parking requirement for any use may be provided on an off-site parking lot located so long as it is within five hundred (500) feet of the use and the owner or applicant for the use provides to the Zoning Administrator a deed restriction, contract, easement, or some form of written agreement showing that the parking lot will remain available at such off-site location.

7-9.2 Parking Credit in CBD

In the Central Business District, in addition to the off-site parking provisions in Section 7-9.1, an owner or applicant may contribute to the Town's Downtown Parking Fund in lieu of providing up to twenty-five percent (25%) of the otherwise required parking for the site. Such fee shall be in accord with a fee schedule adopted by the Town Council.

7-9.3 Parking for Residential Density in CBD

Properties in the Central Business District must demonstrate the availability of adequate parking spaces to accommodate the density of fifty (50) dwelling units per gross acre. Parking adequacy can be demonstrated by either one of the following:

7-9.3.1 Availability of on-site parking spaces in accordance with Section 7-3; or

7-9.3.2 Availability of parking spaces in accordance with Section 7-9.1 or Section 7-9.2 with the provision of a parking study of weekday and weekend parking in the subject lot sufficient to accommodate the additional dwelling units without exceeding a margin of 90% occupancy of the subject lot in accordance with Section 7-13 of the Zoning Ordinance; or

7-9.3.3 Contribution of a fee in lieu of to the Town's Downtown Parking Fund for each additional parking space not accommodated in Section 7-9.3.1 or Section 7-9.3.2 above. Such fee shall be in accordance with the fee schedule adopted by Town Council.

7-13 Proximity to Municipal Parking Lots

Any building or use located within three hundred (300) feet (measured along lines of public access) of an existing municipally-operated parking lot shall be exempt from the provisions of this Article. A parking demand study shall be required for the establishment of any new residential uses utilizing municipal parking lot spaces for required parking. The parking demand study shall include weekdays and both weekend days, parking availability at peak times, and the distance to the nearest municipal parking lot via a clear pedestrian path.