

AN ORDINANCE PERTAINING TO PARKING REGULATIONS

THE CITY OF LEWISTON HEREBY ORDAINS:

Appendix A of the Code of Ordinances of the City of Lewiston, Maine, is hereby amended as follows:

APPENDIX A

ZONING AND LAND USE CODE

ARTICLE XII. PERFORMANCE STANDARDS

Sec. 17. Off-street parking and loading.

(d) *Off-street parking required.* The following minimum off-street parking shall be provided and maintained for each situation identified in subsection (a). In computing the number of spaces required, lots with two or more uses shall meet the combined requirement for all of the uses. In calculating the parking requirement, major fractional spaces (0.5 or greater) shall be rounded up to the next whole space. Employee parking is based on the largest shift.

Single-family detached dwellings.....	two spaces per dwelling unit
Two-family dwellings.....	two spaces per dwelling unit
Single-family attached or multifamily..... dwellings	two <u>one</u> spaces per dwelling unit with three or more bedrooms, one and half spaces per dwelling unit with one or two bedrooms, one space per efficiency dwelling unit, plus 0.2 <u>0.1</u> spaces per dwelling unit for visitor parking for all single-family attached or multi-family dwellings
Housing for the elderly.....	one-half space per dwelling unit
Types "A" and "B" group care facilities.....	one space per three bedrooms, plus one space per employee
Tourist homes.....	two spaces plus one space per lodging unit
Motels, hotels and inns.....	three spaces plus one space per sleeping room (accessory eating and drinking establishments or other facilities shall provide additional parking as required).
Rooming houses, boarding houses, lodging....	one space per three bedrooms

houses

Bed and breakfast establishments.....	one space per guest sleeping room and two spaces per dwelling unit plus one space per every two employees on the largest shift.; establishments approved by development review pursuant to article XIII for meeting facilities for non-guests or for special outdoor functions shall provide one space per two seats in any meeting facilities and one space per two special outdoor function guests based on the approved capacity; if such additional off-street parking is provided off the site, it shall comply with the requirements of article XII section 17.e except that, notwithstanding the provisions of subsection e, the planning board shall have the authority to approve such off-site parking.
Hospitals.....	one space per patient bed plus one space per three employees
Medical clinics.....	two spaces per treatment room or patient bed, whichever is greater
Nursing or convalescent homes.....	one parking space per five resident beds and one space per employee
Schools	
Elementary schools.....	one and a half spaces per classroom
Secondary schools.....	five spaces per classroom
Residential colleges, universities..... and institutions of higher education, including accessory facilities athletic and assembly facilities designed primarily for student use	one space per 7 seats in classroom facilities
Business colleges and schools.....	one space per 4 seats in classroom facilities
Retail and personal service..... establishments	one space per two hundred fifty square feet of gross floor area. For retail stores which are part of a gasoline service station complex, one-half of the service spaces at the pump islands may be applied to meet not more than one-half of the required parking demand
Eating and drinking establishments.....	one space per three seats

Drive-in restaurants.....	ten spaces plus one additional space per one hundred feet of gross floor area
Professional and business offices.....	one space per 300 square feet of gross floor area
Construction contractors, tradesman,..... offices, laboratories and similar uses	one space per 500 square feet of gross floor area
Adult business establishments, drinking place..	one space per 3 seats or 200 square feet of gross floor area, whichever is greater
New and used car dealers.....	five spaces plus one space per 3,000 square feet of display area (indoor and outdoor)
Auto repair garages and gasoline service..... stations	two spaces per service bay plus one space per employee
Light industrial uses, industrial uses,..... wholesale, storage and distribution facilities	one space per 500 square feet of gross floor area up to 3,000 sq. ft. plus one space for each 1,000 sq. ft. of gross floor area in excess of 3,000 square feet
Community centers, libraries, museums,..... civic clubs, theatres, places of indoor assembly, amusement or culture, religious facilities, and similar uses	one space per 4 seats where fixed seating is provided plus 1 space per 200 square feet of area otherwise available for assembly
Auditoriums, stadiums, sport arenas,..... race tracks, skating rinks, gymnasiums, convention halls or similar uses	one space per each 4 seats; where individual seats are not provided, each 24 inches of bench or other similar seating, or eight sq. ft. of seating or standing space shall be considered as one seat for the purpose of determining requirements thereof
Self-storage facilities.....	five spaces
Uses not specifically listed or able to be placed into one of the above categories, or listed uses which can be clearly shown to have a differing parking need (either fewer or greater) than otherwise required	Sufficient spaces to accommodate the normal parking demand of the use without requiring on-street parking. The number of required spaces shall be determined by the planning board for major project development review by the staff review committee for minor project development review or by the planning director if no review is required in accordance with accepted standards.

(e) *Location of off-street parking facilities.* Required or provided off-street parking in all districts shall be located on the same lot as the principal building or use, ~~except as may be allowed by the board of appeals on the basis of an appeal~~ as provided below:

(1) In residential districts, ~~the board of appeals may authorize~~ required or provided off-

street parking, serving permitted or conditional uses, may ~~to~~ be located off the site, provided it is located within ~~500~~ 1,320 feet of the principal building or use measured along lines of public access and cannot reasonably be provided on the same lot. Such off-street parking shall be held in fee simple by the owner of the principal use served, or in such other tenure as assures continued availability for parking as long as the particular land will be needed for such use, provided that if tenure is other than ownership in fee simple, the form of tenure shall be approved by the planning director before the request is considered by the appropriate deciding body. ~~by the board of appeals~~. Evidence of fee simple ownership or approved tenure shall be required.

- (2) In all zones other than residential, required or provided off-street parking ~~shall be located on the same lot with the principal building or use,~~ may be located off the site, provided it is located or within 500 1,320 feet measured along lines of public access, of the principle buildings or use measured along lines of public access and except that where off street parking cannot be provided on the same lot. within these limits, the board of appeals may permit sSuch off-street parking ~~to be located a reasonable distance from the principal buildings or use, measured along lines of access if such off lot parking areas~~ shall be held in fee simple by the owner of the use served, or in such other tenure as assures continued availability for parking as long as the particular land will be needed for such use, provided that if tenure is other than ownership in fee simple, the form of tenure shall be approved by the planning director before the request is considered the appropriate deciding body. ~~by the board of appeals~~. Evidence of fee simple ownership or approved tenure shall be required, and such lots shall be located within nonresidential districts.
- (3) Required off-street parking in all districts ~~other than residential~~ may be substituted by parking facilities which, in the public's interest, may be provided by the municipality. Such substitution shall be shown to be representative of the off-street parking turnover or requirements of the particular use in question and shall take into consideration the needs of other uses with similar demands upon such public space. No such public off-street parking spaces shall be considered as a substitute unless located within ~~500~~ 1,320 feet of the principal building or use measured along lines of public access.
- (4) No additional parking spaces shall be required for any structure that has been designated as significant for historic preservation under article XV, section 3 of this Code that is proposed for reuse. Any expansion to the building will need to provide the required additional parking. All modifications to the building must be done in accordance with the criteria established under article XV, section 5 of this Code.

REASONS FOR THE PROPOSED AMENDMENT

The current parking requirement for multi-family and attached single family dwellings is a barrier to developing in-fill projects, especially in the downtown area. The proposed amendment will increase the usage and revenues for our 5 downtown parking garages, facilitate infill and redevelopment, especially in the downtown area, encourage new residential developments, large and small, market rate or subsidized, bring back functional, traditional mixed use to Lewiston's Downtown (1st Floor Commercial, upper floor residential) and help simplify the approval process.

CONFORMANCE WITH 2017 COMPREHENSIVE PLAN

Comprehensive Plan Recommendations- Changing the parking regulations is supported by Legacy Lewiston, which recommends numerous changes to our parking regulations.

1. "Strengthening Neighborhoods and Expand Housing Choice", Identity, page 179.
2. "Promote Transportation Choice and Mobility, Parking", pages 199-200.
3. "Implementation Matrix, Transformation: Strengthen Neighborhoods..., Address Parking & Open Space Standards for Downtown", page 238-239.
4. "Implementation Matrix, Promote Transportation Choice & Mobility, Infrastructure, Provide More Bike Parking & Storage", page 244-245.
5. "Implementation Matrix, Parking", page 244-45.
 - Relax Parking Requirements
 - Unbundle Parking
 - Facilitate and Simplify Shared Parking
 - Improve Parking Management and Pricing
 - Redevelop Existing Parking Lots with Infill Development

NOTE: Additions are underlined; deletions are ~~struck out~~