

Appendix B Parking Standards

Section 1. Off-street Parking Requirements

- A. This Appendix B establishes minimum requirements for parking facilities under the Subdivision Ordinance. In the event of a conflict between this Appendix B and any applicable zoning regulation, the zoning regulation controls.
- B. Off-street parking requirements under the Subdivision Ordinance are based on the following categories of land uses:
- **P1 - Building with Tenants/Residents** (e.g. residential, lodging). The number of required parking spaces is based on dwelling units or lodging rooms.
 - **P2 - Building with Employees and Visitors** (e.g. retail, office, medical, services, industrial). The number of required parking spaces is based on gross square foot or employees.
 - **P3 - Building with Visitors** (e.g., institutional, recreational,). The number of required parking spaces is based on gross floor area or seats.
 - **P4 – Overflow parking** (use of public parking or other special arrangement such as contractual shared parking or valet parking) for special events such as concerts and sports events.

Table 1 Off-Street Parking Requirement

LAND USE CATEGORY	MINIMUM PARKING REQUIREMENT	MAXIMUM PARKING REQUIREMENT
P1. Building with Tenants/Residents	1 space/ 1 dwelling unit or lodging room	2 spaces/1 dwelling unit or lodging room
P2. Building with Employees and Visitors	1 space/2 employee or 1.5 spaces/1000 sq. ft.	1 space/1 employee or 3 spaces/1000 sq. ft.
P3. Building with Visitors	1 space/4 seat or 1 space/1000 sq. ft. (indoor), or 10,000 sq. ft. (outdoor, i.e., park)	1 space/2 seats or 5 spaces/1000 sq. ft. (indoor) or 10,000 sq. ft. (outdoor, i.e., park)
P4. Special Events	0	Requires parking study or approved parking arrangement such as valet parking, contractual use of private parking, or permitted use of public parking

- C. The Planning Commission or, in the case of a Minor Subdivision, the Planning Director, may approve a reduction of the minimum parking requirement by 10% up ten (10) spaces based on

proximity of any development within 1000 feet of a bus stop or any transit center with pedestrian connections (e.g. sidewalks or multi use path) to the site.

- D. The Planning Commission or, in the case of a Minor Subdivision, the Planning Director, may approve a reduction of the minimum parking requirement of up to twenty percent (20%) for any mixed use development other than a PUD (see PUD parking requirement and reduction) based on the availability of shared parking if the applicant satisfies at least one of the following conditions, and may require the applicant to submit a parking study to support a shared parking reduction:
1. Two (2) or more adjacent nonresidential uses are proposed with distinct and differing peak parking usage periods (e.g., a theater and a bank).
 2. Property owners propose the joint use of parking facilities based on a signed reciprocal access agreement approved by and filed with the Planning Office.
- E. The Planning Commission or, in the case of a Minor Subdivision, the Planning Director, may approve a reduction of the minimum parking requirement of up to twenty percent based on submission of a parking study that meets with the approval of the Planning Commission as determining the required parking for that particular subdivision. This parking study must take into account land uses, time and length of demand for parking, frequency of peak demand and available parking both on-site and in surrounding areas to the satisfaction of the Planning Commission or the Planning Director.¹
- F. The amount of off-street parking allowed for each subdivision may be increased to 120% of the maximum parking requirement provided that the following conditions are met to the satisfaction of the Planning Commission or the Planning Director:
1. Additional parking requested cannot be accommodated by off street parking available on abutting properties, contractual and valet parking, or nearby public parking areas.
 2. Shuttle bus or other arrangements cannot properly address peak parking needs.
 3. The need is demonstrated by a parking study.
- G. Any subdivision with 40 (forty) or more parking spaces required can reduce the required minimum parking spaces by up to 10 (ten) spaces by providing bicycle parking according to the formula shown below:
1. Bicycle parking spaces must equal or exceed 10 percent (10%) of the minimum required vehicular parking spaces;

¹

2. The minimum number of required parking spaces may be reduced by 1 (one) vehicular parking space for every 10 (ten) bicycle parking spaces provided.
- G. If impervious surfaces do not exceed the Impervious Surface Limit for the subdivision, stormwater management must be provided consistent with Article 17 of the Subdivision Ordinance.
- H. If impervious surfaces exceed the Impervious Surface Limit for the subdivision, for example by exceeding the minimum number of required parking spaces, or by providing a drive-through lane in addition to the minimum number of required parking spaces, the approach to stormwater management that is described in Section 17.5.C of the Subdivision Ordinance as “encouraged” will be considered mandatory.
- I. Stacking lanes and loading dock spaces do not count towards meeting minimum parking requirements.

Section 2. Parking Lot, Loading, Drive-Through Design Requirements

- A. Parking should be provided principally to the rear or to the side of buildings, unless dictated otherwise by topography or other special considerations. No more than one driveway and one aisle of parking will be permitted between the building and the street. An exception can be made to allow a second aisle of parking if the applicant dedicates the land where the second aisle of parking is located to DOH, and agrees to relinquish that row of parking when and if DOH desires to use that right-of-way to make improvements to the corridor.
- B. Design of ingress and egress for parking lots as well as drive aisles should follow the standards in the WVDOH Manual on Rules and Regulations for Constructing Driveways on State Highway Rights-Of-Way.
- C. All parking aisles must be designed perpendicular to buildings. Parking spaces may be configured perpendicular, parallel, or on an angle.