

ORDINANCE 3200

AN ORDINANCE REPEALING AND REPLACING TITLE 17, CHAPTER 36 OF THE OFFICIAL CODE OF THE CITY OF GREAT FALLS (OCCGF), AND RESERVING CHAPTERS 33 THROUGH 35.

* * * * *

WHEREAS, the City Commission established Title 17 of the OCCGF outlining provisions pertaining to, and known as, the Land Development Code; and

WHEREAS, the City Commission wishes to establish and reserve Chapters 33 through 35 of OCCGF Title 17; and

WHEREAS, the City Commission has recognized deficiencies in OCCGF Title 17, Chapter 36, including but not limited to, grammatical, formatting, and referencing deficiencies; and

WHEREAS, the City Commission wishes to cure the deficiencies and make substantive amendments to OCCGF Title 17, Chapter 36, as well as to establish consistency within the OCCGF and, where applicable, the Montana Code Annotated; and

WHEREAS, at its regularly scheduled January 14, 2020 meeting, the Great Falls Planning Advisory Board recommended that the City Commission adopt Ordinance 3200.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS, MONTANA:

Section 1. OCCGF Title 17, Chapters 33-35 are hereby established and reserved;

Section 2. OCCGF Title 17, Chapter 36 is hereby repealed and replaced as depicted in Exhibit "A" attached hereto and by reference incorporated herein, with deleted language identified by ~~strike through~~ and inserted language **bolded**; and

Section 3. This ordinance shall be in full force and effect thirty (30) days after second reading and final adoption by the City Commission.

ACCEPTED by the City Commission of the City of Great Falls, Montana on first reading February 4, 2020.

ADOPTED by the City Commission of the City of Great Falls, Montana on second reading March 3, 2020.

Bob Kelly, Mayor

ATTEST:

(CITY SEAL)

Lisa Kunz, City Clerk

APPROVED FOR LEGAL CONTENT:

Joseph Cik, Assistant City Attorney

State of Montana)
County of Cascade : ss
City of Great Falls)

I, Lisa Kunz, City Clerk of the City of Great Falls, Montana, do certify that I did post as required by law and as prescribed and directed by the Commission, Ordinance 3200 on the Great Falls Civic Center posting board and the Great Falls City website.

Lisa Kunz, City Clerk

(CITY SEAL)

Chapter 33 RESERVED

Chapter 34 RESERVED

Chapter 35 RESERVED

Chapter 36 PARKING

Articles:

Article 1 - GENERAL PROVISIONS

Article 2 - VEHICLE PARKING

Article 3 - BICYCLE PARKING

Article 4 - LOADING AREAS

Article 1 GENERAL PROVISIONS

Sections:

~~17.36.1.010 Legislative findings.~~

~~17.36.1.020 Purpose.~~

~~17.36.1.030 Applicability.~~

~~17.36.1.040 Calculations.~~

17.36.1.010 Legislative findings.

17.36.1.020 Purpose.

17.36.1.030 Applicability.

17.36.1.040 Calculations.

17.36.1.010 Legislative findings.

The City Commission makes the following findings:

- 1.—**A.** The design of parking areas is critically important to the economic viability of commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community ~~image and~~ livability-;
- 2.—**B.** Standards are needed to establish the minimum and maximum number of parking spaces that are needed to serve various land uses-;

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- 3.—~~C.~~ Excessive parking lots reduce density, increase the cost of development, create an unhealthy built environment, contribute to the heat island effect associated with urban areas, and decrease the infiltration of stormwater into the ground-;
- 4.—~~D.~~ Special standards are needed to accommodate the needs of the disabled-;
- 5.—~~E.~~ A growing number of people use or would like to use bicycles for recreation, commuting, and general transportation-;
- 6.—~~F.~~ Inadequate bicycle parking facilities and fear of theft are major deterrents to bicycle transportation-;
- 7.—~~G.~~ Shared parking can reduce parking facility costs ~~(including aesthetic and environmental impacts), allows,~~ **allow** greater flexibility in facility location and site design, and ~~encourages~~ **encourage** more efficient land use-;
- 8.—~~H.~~ Parking lots and their ~~access~~ **accesses** represent a vital ~~connection~~ **connections** between the local transportation network and land development-; **and**
- 9.—~~I.~~ Incorrectly designed parking lots and site access have negative impacts on the site itself, the adjacent and nearby public roadways, and the image of the business district, river corridor, and the City.

17.36.1.020 Purpose.

This ~~chapter~~ **Chapter** is established to promote the public health, safety, and general welfare and is intended to accomplish the following purposes:

- 1.—~~A.~~ Increase the safety and capacity of public streets by requiring off-street parking ~~or off-street loading facilities~~-;
- 2.—~~B.~~ Minimize adverse effects of off-street parking and off-street loading facilities on adjacent properties and surrounding neighborhoods through the requirement of design and maintenance standards-;
- 3.—~~C.~~ Lessen congestion and prevent the overtaking of public streets by regulating the location and capacity of accessory off-street parking or off-street loading facilities-;
- 4.—~~D.~~ Maintain and enhance a safe and efficient transportation system-;
- 5.—~~E.~~ Provide adequate and safe facilities for the storage of bicycles-; **and**
- ~~F.~~ **Ensure safe pedestrian movements through parking lots to the primary uses they serve.**

17.36.1.030 Applicability.

- A.— **New construction/ or uses.** For all **new** buildings and structures ~~erected~~ and all **new** uses of land ~~established after the effective date of this chapter~~, facilities required in this ~~chapter~~ **Chapter** shall be provided as specified.
- B.— **Same use with an increase in intensity of use.** When a building, structure, or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other unit of measurement specified herein, facilities required in this ~~chapter~~ **Chapter** shall be provided for the amount being added.
- C.— **Change in use.** When an existing use is changed to a new use, facilities required in this ~~chapter~~ **Chapter** shall be provided as required for such new use. ~~However, if~~ **If** the building or structure housing the new use was erected prior to the effective date of this ~~chapter~~

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Chapter, facilities required in this ~~chapter~~ **Chapter** shall be provided in the amount to account for the difference between the new and old use.

- D.— **Restriping.** When a parking area is restriped, accessible parking spaces, ~~as required by the federal Americans with Disabilities Act,~~ shall be marked and designated consistent with this ~~chapter~~ **Chapter**.
- E. **Compliance with adopted Codes.** In addition to the provisions in this Chapter, off-street parking facilities must comply with relevant provisions contained within the latest adopted Building and Fire Codes.
- F. **Continued compliance.** An existing parking facility may not be altered to cause or increase nonconformity with the provisions of this Chapter.

17.36.1.040 Calculations.

When a calculation results in a fraction, ~~the minimum~~ it shall be rounded ~~up~~ **down** to the next whole number.

Article 2 VEHICLE PARKING

Sections:

~~17.36.2.010 General requirements.~~

~~17.36.2.020 Minimum off-street parking requirements.~~

~~17.36.2.030 Construction and maintenance requirements.~~

~~17.36.2.040 Design requirements.~~

~~17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts.~~

~~17.36.2.060 Shared parking.~~

~~17.36.2.070 Accessible parking and passenger loading.~~

~~17.36.2.080 Passenger loading zone.~~

17.36.2.010 General requirements.

17.36.2.020 Minimum off-street parking requirements.

17.36.2.030 Construction and maintenance requirements.

17.36.2.040 Design requirements.

17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts.

17.36.2.060 Shared parking.

17.36.2.070 Accessible parking.

17.36.2.010 General requirements.

- A.— **Location of parking.**

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

1. All parking spaces provided pursuant to this ~~article~~ **Article** shall be on the same lot ~~or an adjoining lot with as~~ the building, ~~except that~~ **primary use it serves. However,** the Director of Planning and Community Development may permit the parking spaces to be on a lot ~~within four hundred (400)~~ **up to one thousand (1000)** feet ~~of from the lot served by the parking~~ **primary use's** lot if he/ or she determines that it is impractical to provide parking on the same ~~or adjoining lot.~~ **lot and that there is no detriment to the general public to do so.**
 2. **No portion of off-street parking facilities, except for approved driveways, may be located within the public right-of-way.**
- B.— **Off-site parking agreements.** If required parking is to be provided **on a lot other than that of the use it serves, the** off-site, ~~the use of such a site for~~ parking shall be:
1. **Be secured with a long-term agreement acceptable to the** ~~between the property owners, with the agreement being approved by the City Legal Department as to form and content. Such instrument shall be~~ recorded ~~with in the office of the County Clerk and Recorder.~~ **and a copy filed with the Planning and Community Development Department.** The City shall be named in that agreement as one (1) of the parties with rights of enforcement.; **and**
 2. **Comply with all provisions of this Chapter.**
- C.— **Change in use.** Any area once designated **and developed** as required parking shall not be changed to any other use **or modified to reduce the number of spaces,** unless and until equal facilities are provided elsewhere **or unless such modification is in compliance with Exhibit 36-1,** in accordance with this ~~article.~~ **Article.**

~~(Ord. 2950, 2007)~~

- D.— **Accessibility.** All parking spaces shall be accessible at all times, from a street, alley, **service drive, drive aisle** or driveway intended to serve such parking.

~~(Ord. 2950, 2007)~~

- E.— **Use of parking spaces.** The required off-street parking shall be for occupants, employees, visitors, and patrons. The storage of merchandise, supplies, motor vehicles for sale, or the repair of vehicles on such parking area is prohibited., **unless otherwise allowed by the OCCGF.** In addition, the use of a parking lot for overnight camping, including recreational vehicle camping, is prohibited.

~~(Ord. 2950, 2007)~~

~~(Ord. No. 3056, § 1, 8-17-2010)~~

17.36.2.020 Minimum off-street parking requirements.

- A.— **Minimum number of spaces.** ~~The~~ **Except as otherwise provided by this Chapter,** the number of off-street parking spaces required shall be no less than as set forth in Exhibit 36-1, ~~except as otherwise provided for in this chapter.~~
- B.— **Maximum number of spaces.**

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

1. The number of parking spaces provided in a ground surface parking lot ~~may~~**shall** not exceed the minimum number by more than twenty (20) percent.~~However, there or by ten (10) spaces, whichever is greater;~~
 2. **There** shall be no limitation on the number of parking spaces provided when the spaces exceeding the minimum are located in a parking garage or similar structure~~;~~ **and**
1. Any additional ground parking spaces above ~~twenty (20) percent~~ shall **the maximum exceedance may** be allowed~~only~~ as a conditional use and shall be granted upon a finding that additional spaces are needed for that particular use and/or location.
- C.— **Unspecified uses.** For uses not specifically listed in ~~this table~~ **Exhibit 36-1**, parking requirements shall be based on the most comparable use.
- D.— **Mixed use requirements.** For mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses.~~Off-street parking facilities for one (1) use shall not be considered as providing parking facilities for any other use, except when considered shared parking as herein is provided~~ **or justified through review and approval by the Planning and Community Development Director of a parking study as noted in § 17.36.2.020(F.) of this Chapter.**
- E.— **Compact cars.** Up to ten (10) percent of the required number of parking spaces may be sized for compact cars.
- F. **Optional minimum number of spaces calculation.** **The Planning and Community Development Director may accept a reduction in the minimum number of required spaces, if such reduction is supported by a study that is affirmed as valid by the Planning and Community Development Director or designee.**

Exhibit 36-1. ~~Non-accessible~~ Minimum parking requirements

<i>Land Use</i>	<i>Minimum number of required spaces</i>
<i>Residential</i>	
Single-family dwelling	2 per dwelling
Two-family dwelling	2 per dwelling
Multi-family dwelling	1.5 per dwelling
Retirement home, housing projects for senior citizens	1 per 3 dwelling units, plus 1 per employee per shift
Motel, hotel	1 per guest unit, plus 1 per employee per shift
Fraternalities, sororities, cooperatives, and dormitories	1 for each 3 occupants for which sleeping facilities are provided
Boarding houses, lodging homes, and similar	1 per guest unit
<i>Institutional</i>	
Convalescent homes, nursing home, rest home	1 per 5 beds, plus 1 per employee per shift

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Church, temple, club, lodge, funeral home, auditorium, and similar	1 per 5 seats or 1 per 50 square feet of assemblage area, whichever is greater
Hospitals	1 per bed plus 1 per employee per shift
Libraries, museums, art galleries, cultural institutions	1 per 50 250 square feet
Day care centers, preschools, nursery schools	1 per employee per shift plus 1 for each five every eight (8) children the facility is licensed by the State to accommodate
Schools, elementary and junior high	2 per classroom or 1 per 5 seats in the auditorium or gymnasium or 1 per 50 square feet of assemblage area, whichever is greater
Schools, senior high, colleges or universities	2 per classroom plus 1 for each 4 students the school is designed to accommodate or 1 per 5 seats in the auditorium or gymnasium or 1 per 50 square feet of assemblage area whichever is greater
<i>Commercial</i>	
Amusement centers, arcades, dance studios, skating rinks	1 per 200 square feet of gross floor area
Banks, savings and finance companies	1 per 300 400 square feet of gross floor area
Bars, lounges, night clubs, taverns, casinos	1 per 2-5 3 seats plus 1 per employee per shift
Beauty and barber shops	2 per barber or beauty shop chair
Bowling alleys	5 per alley
Drive-in restaurants, fast-food restaurants	1 per 2.5 seats plus 1 per employee per shift
Exercise facilities, health spas	1 per 200 300 square feet of gross floor area
Furniture, home furnishing, appliances	1 per 800 square feet of gross floor area
Golf Courses courses	3 spaces per hole of main course
Household appliance, small engine, TV, radio and furniture repair	1 per 300 square feet of gross floor area
Medical and dental laboratories and clinics	1 per 250 square feet of gross floor area
Miniature golf courses	1 per hole
Motor vehicle Vehicle maintenance and service shops	2 per service area or work bays bay plus 1 per employee per shift
Movie theaters	1 per 4 seats
Newspaper and printing houses, advertising agencies	1 per 300 square feet of gross floor area
Office, business and professional and photography studio	1 per 250 300 square feet of gross floor area or 1.1 per employee whichever is greater

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Restaurants, cafes	1 per 2.5 seats plus 1 per employee per shift
Retail home improvement center	1 per 300 square feet of gross floor area
Retail sales if less than 5 (under 60,000 square feet of floor space gross building area)	1 per 240 300 square feet of gross floor area
Retail sales if (over 5 60,000 square feet of floor space gross building area)	20 200 plus 1 per 300 500 square feet in excess of 5 60,000-square feet
Stadiums, sports arenas and similar open assemblies	1 per 5 seats plus 1 per 100 square feet of assemblage area without seats
Shoe, clothing and hat repair, laundry Laundry, dry cleaning, tailor shop, locksmith	1 per 300 square feet of gross floor areas area
Vehicle sales	2 per service area or work bay plus 1.5 per employee per shift or 5 spaces, whichever is greater
Veterinary clinics	1 per examination room plus 1 per employee per shift
<i>Industrial</i>	
Warehouses, storage, fright freight terminals	1 per employee per shift
Wholesale business	1 per employee per shift plus 1 per 1,000 square feet of gross floor area
Manufacturing, production, assembling, research testing and processing	1 per employee per shift
Lumber yards and building supplies	1 per employee per shift plus 1 per 1,000 square feet of gross floor area
Heavy equipment, tractor and farm equipment sales and service	1 per employee per shift plus 1 per 1,000 square feet of gross floor area

17.36.2.030 Construction and maintenance requirements.

A.— **Surfacing.** ~~Except as otherwise noted in 17.32.150, all~~ All off-street parking areas **facilities** shall be surfaced and maintained with Portland cement concrete or asphaltic concrete in accordance with standards prescribed by the City Engineer., **with the following exceptions:**

1. **Permeable pavers or similar paving may be allowed, at the discretion of the City Engineer;**
2. **Certain residential parking, in compliance with Chapter 32 of this Title; and**
3. **For parking areas constructed in the Heavy Industrial (I-2) zoning district (including Planned Unit Development (PUD) zoning districts with underlying I-2 zoning) gravel surfacing may be allowed at the discretion of the Planning and Community Development Director.**

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- B.— **Border barricades.** Every parking area located adjacent to a property line shall be provided with a suitable **concrete** curb (~~asphalt or concrete~~) so as to protect the adjacent property. Such curb shall be placed at least two (2) feet from the property line to prevent extension of vehicles beyond the property line.
- C.— **Outdoor lighting.** Outdoor lighting shall be provided consistent with Chapter 40 of this Title.
- D.— **Landscaping.** Landscaping shall be provided consistent with Chapter 44 of this Title.
- E.— **Curb cuts and driveways.** Curb cuts and driveways that access ~~to~~ parking areas shall be provided consistent with Chapter 32 of this Title.

~~(Ord. 3155, 2017)~~

17.36.2.040 Design requirements.

- A.— **Parking space dimensions.** ~~Standard and compact parking~~ **Parking** spaces shall conform to the dimensions in Exhibit 36-2.
- B.— **Service drive, when required.** ~~Groups of three (3) or more parking spaces~~ Backing into a public street. No parking space shall require a vehicle to back into a public street, except for those in conjunction with ~~that serve~~ **single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a public right-of-way, other than an alley, will be required.** **Parking spaces that require a vehicle to back into an alley may be allowed at the discretion of the City Engineer.**
- C.— **Service drive, standards.** Service drives ~~and drive aisles~~ **and drive aisles** shall be ~~designated~~ **designed** and constructed to facilitate the flow of traffic, provide maximum safety in traffic ingress and egress ~~and maximum~~, **maximize** safety of pedestrian and vehicular traffic on the site, and meet the dimensional standards in Exhibit 36-2.
- D.— **Drive-through stacking requirements.** Drive-through facilities shall have stacking room for at least six (6) vehicles, including one (1) vehicle at the window ~~(or call box, etc.)~~. **Stacked. Drive-through facilities shall be designed to prohibit stacked vehicles shall not extend from extending** into any public street, road, alley or right-of-way, **driveway, drive aisle, or required service drive.**

~~(Ord. 2950, 2007)~~**E. Access to parking spaces. All spaces shall be accessible at all times and connect to a service drive, drive aisle, or other allowable access. Dead-end drive aisles shall have ample room to allow for safe backing movements from the end parking spaces.**

- F. **Internal sidewalks.** Sidewalks connecting to and through vehicle use areas shall be at least five (5) feet in width and provide for connectivity between the public sidewalk and the front entrance of buildings within the development. When a parking space abuts an internal sidewalk, the sidewalk shall be at least seven (7) feet in width or the space shall include a wheel stop to prevent a vehicle from overhanging the sidewalk.
- G. **Obstructions on internal sidewalks.** Placement of obstructions upon internal sidewalks (such as merchandise, electric charging stations, vending machines and the like) must accommodate a minimum five (5) feet of clear path-of-travel for pedestrians.
- H. **Pedestrian connectivity.** Where a parking lot is located between a primary structure and a public sidewalk, sidewalks with safe crossings (including striped crosswalks and curb ramps where necessary) of the parking lot shall be provided. When a development is located on a corner lot, sidewalks shall connect the primary structure with public sidewalks on both frontages in a direct manner.

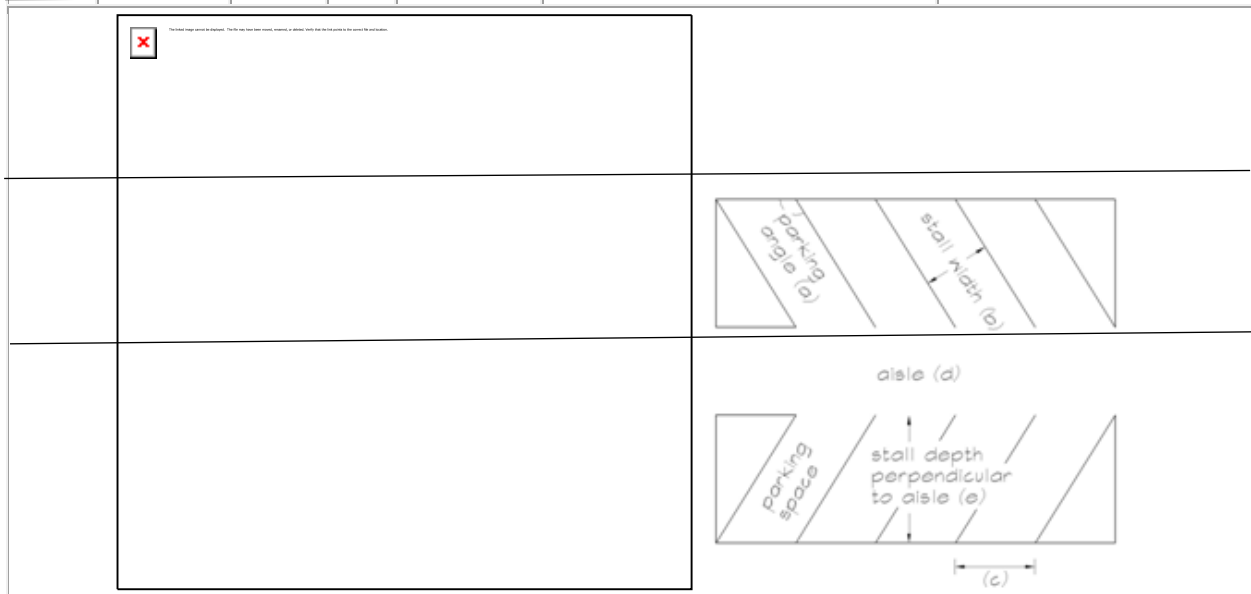
Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Exhibit 36-2. Dimensional standards for standard and compact parking spaces

Angle (a)	Parking Type	Stall Width (b)	Curb Length (c)	1-Way aisle Width (d)	2-Way aisle Width (d)	Stall Depth (e)	
0°	Standard	9 ft.	22 ft. 6 in.	12 ft.	24 ft.	9 ft.	
	Compact	8 ft.	19 ft. 6 in.	12 ft.	24 ft.	8 ft.	
30°	Standard	10 ft.	20 ft.	12 ft.	24 ft.	17 ft.	
	Compact	8 ft.	16 ft.	12 ft.	24 ft.	14 ft.	
45°	Standard	10 ft.		14 ft. 2 in.	12 ft.	24 ft.	19 ft.
	Compact	8 ft.	11 ft. 4 in.	12 ft.	24 ft.	16 ft.	
60°	Standard	10 ft.	11 ft. 7 in.	18 ft.	24 ft.	20 ft.	
	Compact	8 ft.		9 ft. 3 in.		15 ft.	24 ft.
90°	Standard	10 ft.	10 ft.	24 ft.	25 ft.	19 ft.	
	Compact	8 ft.	8 ft.	22 ft.	24 ft.	15 ft.	



Angle (a)	Parking Type	Stall Width (b)	1-Way aisle Width (c)	2-Way aisle Width (c)	Stall Depth (d)
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Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

0°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	9 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	8 ft.
30°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
45°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
60°	Standard	9-10 ft.	18-20 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	15-17 ft.	24-28 ft.	15 ft.
90°	Standard	9-10 ft.	24-26 ft.	25-29 ft.	18-20 ft.
	Compact	8 ft.	22-24 ft.	24-28 ft.	15 ft.

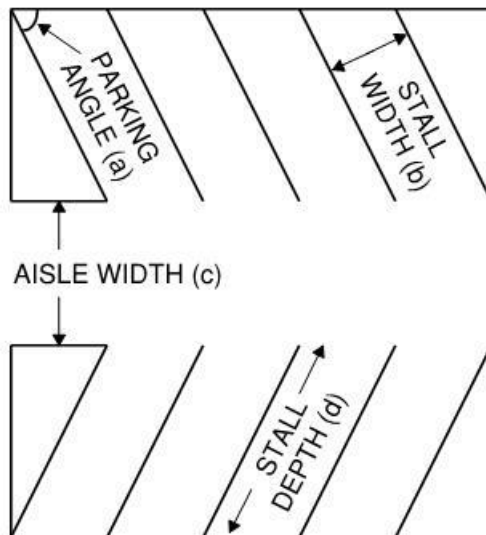


Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

~~(Ord. No. 3056, § 1, 8-17-2010)~~

17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts.

A.—**Generally.** In the central business core (C-4) and the central business periphery (C-5) zoning districts, the Director of Planning and Community Development may reduce the number of required parking spaces depending on the circumstances of the property and surrounding land uses. **number of parking spaces may be reduced below the minimums in Exhibit 36-1. If off-street parking facilities are provided within those zoning districts, they shall conform to all other applicable requirements in this Chapter.**

~~(Ord. No. 3056, § 1, 8-17-2010; Ord. No. 3087, § 1(Exh. A), 6-19-2012, eff. 7-19-2012)~~

17.36.2.060 Shared parking.

There may be instances where two (2) or more land uses could share the same parking facilities ~~as shown in Exhibit 36-3.~~ The Director of Planning and Community Development may, upon application, authorize the joint use of parking facilities required by said uses, provided that:

- ~~1.—~~**A.** The applicant shows that there is no substantial conflict or overlap in the principal operating hours of the building or use for which the joint use of parking facilities is proposed; ~~and,~~
- ~~2.—~~**B.** The parking facility for which joint use is proposed ~~shall be~~ **is** located within ~~400~~**one thousand (1000)** feet of the building or use required to provide parking; ~~and,~~
- ~~3.—~~**C.** The ~~parties~~ **owners of properties** concerned in the joint use of off-street parking facilities ~~shall evidence their~~ **provide a long-term** agreement for such joint use by a legal instrument approved by the City Attorney ~~as to form~~ **Legal Department and reviewed** and content. ~~Such instrument, when approved as conforming to the provisions of~~ **for compliance with this chapter, Chapter by the Planning and Community Development Department. The City shall be named in that agreement as one (1) of the parties with rights of enforcement. The approved agreement** shall be recorded ~~in~~ **with** the office of the County Clerk and Recorder and a copy filed with the Planning and Community Development Department; ~~and,~~
- ~~4.—~~**D.** Directional signage is provided where appropriate; ~~and,~~
- ~~5.—~~**E.** Pedestrian links **between the shared parking areas and the affected land uses** are direct, clear, and safe; and, **where the land uses function as a unified development, sidewalks between the land uses are provided; and**
- F. All shared Accessible** parking and passenger loading facilities comply with this Chapter.

~~6.— Parking lots are located within the same zoning district as the use they serve.~~

~~**Exhibit 36-3. Examples of uses that could potentially share a parking area**~~

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Land uses with typical Weekday peaks	Land uses with typical Evening peaks	Land uses with typical Weekend peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Meeting halls	Malls (some types, but not all)
Factories	Restaurants (some types, but not all)	
Medical clinics	Movie theaters	
Offices		
Professional services		

(Ord. No. 3056, § 1, 8-17-2010)

17.36.2.070 Accessible parking.

Generally. Accessible parking spaces shall be provided in accordance with provisions contained within applicable building codes adopted by and referenced in Title 12 OCCGF.

- ~~A. **Generally.** Accessible parking spaces shall be provided subject to this part, the Americans with Disabilities Act (ADA), "ADA Standards for Accessible Design" 28 CFR 36, revised as of July 1, 1994, and amendments thereto.~~
- ~~B. **Number required.** If parking spaces are required, then accessible spaces shall be provided, inclusive of the required number of regular spaces, in the quantity as shown in Exhibit 36-4. One (1) of eight (8) accessible parking spaces, but always at least one (1), must be van-accessible.~~

(Ord. 2950, 2007)

Exhibit 36-4. Minimum number of required accessible parking spaces

Total number of required parking spaces	Minimum number of additional accessible spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

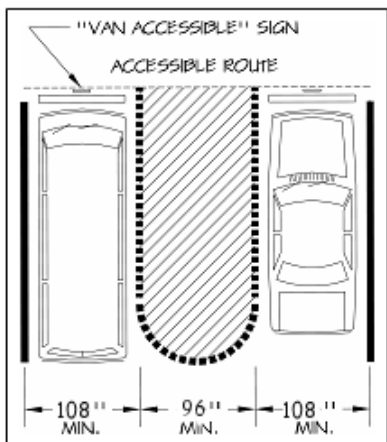
Chapter 36 PARKING

301 to 400	8
401 to 500	9
501 to 1000	2-percent of total
1,001 and over	20, plus 1 for each 200 over 1,000

C. **Location.** Accessible spaces serving a particular building shall be located on the shortest accessible route of travel between the parking and the accessible entrance. When there are multiple entrances to a building of similar prominence (e.g., shopping mall) **in accordance** with nearby parking, accessible spaces shall be dispersed and provided at each location. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. **provisions contained within applicable building codes adopted by and referenced in Title 12 OCCGF.**

D. **Dimensions.** Accessible parking spaces shall be at least one hundred eight (108) inches wide.

Exhibit 36-5. Layout of standard and van accessible parking spaces



- E. **Vertical clearance.** For van-accessible parking spaces, a ninety-eight-inch high clearance shall be maintained above the space, access aisle, and on the route to and from the van-accessible space.
- F. **Maximum slope.** Accessible spaces and adjoining access aisles shall have a maximum slope of 1:50 in all directions. When accessible spaces are provided in an existing parking lot, the spaces shall be located on the most level surface close to the accessible building entrance.
- G. **Signage.** Each accessible space shall be so designated with a sign identified by the international symbol of accessibility mounted on a vertical pole. In addition, van-accessible spaces shall be so designated with a sign indicating "Van Accessible". Such signs shall be located so they cannot be obscured by a vehicle parked in the space (a minimum of six (6) feet in height).
- H. **Pavement striping and markings.** The boundary of the access aisle must be marked and the end of which may be squared or a semicircle. Additional pavement markings denoting the space are optional.
- I. **Accessible route.** An accessible route must be provided from the accessible parking space to the accessible entrance of the building. It must be at least thirty-six (36) inches wide, without steps or

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

~~curbs. It shall be paved and not contain any feature that would restrict, inhibit, or unreasonably impeded the movement of a physically disabled individual. (See Exhibit 36-5)~~

~~J. **Access aisle.** An access aisle for an accessible space shall be the same length as the adjacent parking space it serves and be at least sixty (60) inches wide for car access and ninety-six (96) inches wide for van accessibility. Two (2) adjoining accessible parking spaces may share a common access aisle. (See Exhibit 36-5) An access aisle for a passenger loading zone shall be sixty (60) inches wide and twenty (20) feet long and adjacent and parallel to the space.~~

~~(Ord. No. 3056, § 1, 8-17-2010)~~

~~**17.36.2.080 — Passenger loading zone.**~~

~~If passenger loading zones are provided in the project, then at least one (1) shall be accessible pursuant to this chapter.~~

Article 3 BICYCLE PARKING

~~**17.36.3.010 Bicycle parking.**~~

Sections:

~~**17.36.3.010 Bicycle parking.**~~

17.36.3.010 Bicycle parking.

A. — Generally.

1. **Bicycle parking may for non-residential and multi-family uses is encouraged and may be provided as an alternative to some required vehicular parking spaces.**
2. **If provided, bicycle parking should be provided consistent with the recommended standards guidance contained in Exhibit 36-6. When the most recently adopted Great Falls Long Range Transportation Plan.**
3. **Two (2) short-term bicycle parking is provided, each such space spaces may substitute for a one (1) required vehicular parking space up to a maximum of five (5) ten (10) percent of the required number of vehicle parking spaces or ten (10) spaces, whichever is less. For example, if the standards as applied to a project call for one hundred (100) vehicle parking spaces, no more than five (5) bicycle parking spaces may be provided if substituted for vehicle parking spaces (ninety-five (95) vehicle parking spaces and five (5) bicycle parking spaces.**
4. **If long-term bicycle spaces are provided, each long-term space may substitute for one (1) required vehicular parking space up to a maximum of twenty-five (25) percent of the required number of vehicle parking spaces or twenty-five (25) spaces, whichever is less.**
5. **There is no maximum limit on the number of bicycle parking spaces.**

~~**Exhibit 36-6. Recommended**~~

Land-use	Number of recommended spaces
----------	------------------------------

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Multi-family	1 space per 2 apartments
Primary or secondary school	10% of the number of students, plus 3% of the number of employees
College or university	6% of the number of students, plus 3% of the number of employees
Dorms, fraternities, sororities	1 space per 3 students
Shopping mall	5% of the number of vehicle parking spaces
Office	5% of the number of vehicle parking spaces
Governmental	10% of the number of vehicle parking spaces
Movie theater	5% of the number of vehicle parking spaces
Restaurant	5% of the number of vehicle parking spaces
Manufacturing/industrial	3% of the number of vehicle parking spaces
Other	5% to 10% of the number of vehicle parking spaces

B.— **Location.** Bicycle parking shall be located:

1. **Located** in visible and prominent locations near the building **main entrance(s) or internal to the building**, and shall be as close or closer to the entrance(s) than the nearest **vehicle** parking space. ~~Under no circumstance should bicycle parking be;~~
2. **If employees generally use a different entrance than customers, distributed between the employee entrance and the main entrance(s), with at least fifty (50) percent located near the main entrance(s) and equally distributed if there is more than one hundred (100) feet from the main entrance.** ~~Where there is;~~
3. **Located no more than one (1) building on a site, or where a building has more than one (1) main fifty (50) feet from the entrance, the parking must be distributed and connected to that entrance by a sidewalk; and**
4. **Distributed** to serve all buildings or main entrances. ~~If possible, racks should be protected from the elements by an awning, overhang, or similar covering. Racks should not be placed so they block the entrance or inhibit pedestrian flow in or out of the building.~~ **where there is more than one (1) occupied building on a site.**

Chapter 36 PARKING

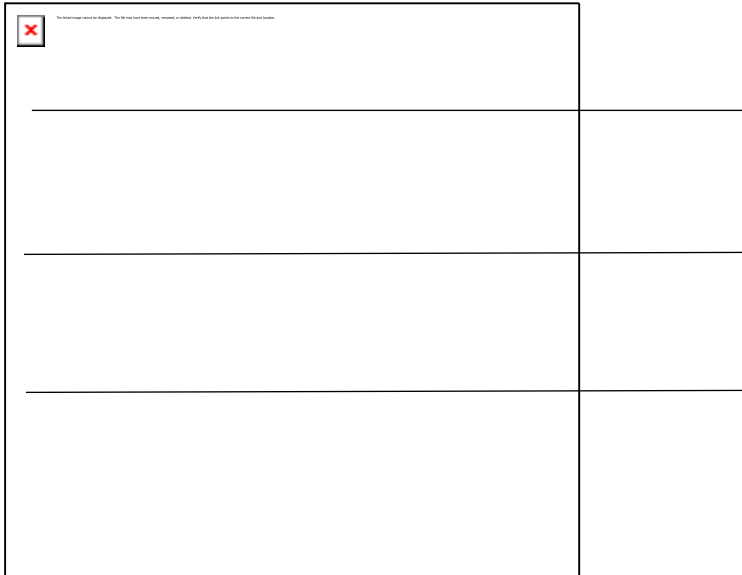
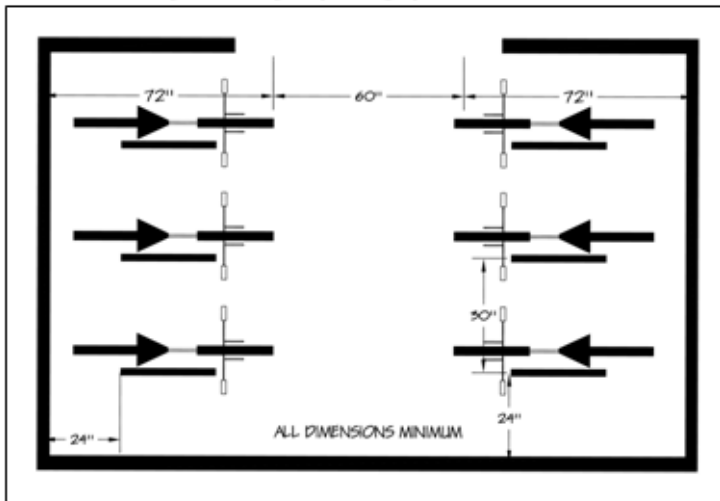


Exhibit 36-7. Layout of bicycle parking spaces



- C.— **Design.** ~~Bicycle~~ **Off-street bicycle** parking areas should be incorporated into the overall building design, parking lot layout, and pedestrian circulation and coordinated with ~~street furniture (e.g., benches, street lights, planters) when it is part of the overall project.~~ **public space features such as benches, lights, planters, landscaping, mailboxes, etc. If possible, bicycle parking racks should be protected from the elements by an awning, overhang, or similar covering. Racks shall not be placed so they block the entrance or inhibit pedestrian flow in or out of the building and shall be installed so that all bicycles are parked entirely upon a paved surface.**
- D.— **Accessibility.** Each parking space shall be accessible without moving another bicycle, - generally, allowing for two (2) feet by six (6) feet for each bicycle parking space and providing an aisle at least five (5) feet wide behind all bicycle parking to allow room for maneuvering.
- E.— **Lighting.** Bicycle parking spaces shall have adequate lighting to promote security and ~~avoid vandalism and theft~~ **allow for night-time use.**

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

F.— **Rack design.** Bicycle parking may be provided in floor, wall, or ceiling-mounted racks. Racks shall meet the following **minimum** requirements:

- 1.—~~Hold~~ **Hold** the bicycle frame, not just a wheel-;
- 2.—~~Can be used with~~ **Accommodate use of a** U-shaped shackle lock-;
- 3.—~~Accommodates~~ **Accommodate** a wide range of bicycle sizes, wheel sizes, and types-;
- 4.—~~Is~~ **Be** covered with material that will not chip the paint of a bicycle that leans against it-;
- 5.—~~Does not~~ **Not** have hazards, such as sharp edges-; **and**
- 6.—~~Is~~ **Be** securely fastened to the ground.

(Ord. No. 3056, § 1, 8 17 2010)

G. Maintenance. Bicycle parking racks and spaces must be maintained in a clean and serviceable state. Bicycles that have been abandoned or are non-functional must be removed in a timely manner, or upon request by the City of Great Falls.

Article 4 LOADING AREAS

~~17.36.4.010 Loading areas.~~

Sections:

~~17.36.4.010 Loading areas.~~

17.36.4.010 Loading areas.

~~A. **Number required.** The following and similar types of land uses shall provide loading berths as listed in Exhibit 36-8: museums, banks and other financial institutions, schools (e.g., colleges, universities, high schools, elementary schools, trade schools) hotels/motels, hospitals, health care clinics, department stores, professional offices, warehouses, wholesale facilities, industrial facilities, manufacturing facilities, and trucking terminals.~~

~~**Exhibit 36-8. Required number of loading berths**~~

Aggregate floor area	Number of berths required
Less than 24,999 square feet	0
25,000 square feet to 50,000 square feet	1
50,001 square feet to 100,000 square feet	2
For each additional 75,000 square feet	1 additional

Exhibit A

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- A. **Use.** A loading berth shall be available at all times, except when occupied by a vehicle performing loading or unloading.
- B. **Location.** ~~Loading facilities~~ A loading area shall be located on the ~~same site they are~~ premise it is intended to serve. A loading berth may not be located within seventy-five (75) feet of a ~~residential zoning district~~ residentially zoned property, measured in a straight line between the closest edge of the berth and the closest edge of the residential property.
- ~~D.~~ C. **Direct access.** Each loading berth shall have direct access to a street or alley ~~without traversing a residential zoning district.~~
- ~~E.~~ D. **Size.** ~~Exclusive~~ A loading area shall be of ~~adequate size and maneuvering location~~ so as to keep any street, sidewalk, alley, drive aisle, service drive, driveway or parking space, a clear of obstruction by the vehicle using the loading berth ~~shall be at least twelve (12) feet wide, at least forty-five (45) feet long, and have at least fourteen (14) feet of vertical clearance.~~
- ~~F.~~ E. **Surfacing.** All loading areas shall be surfaced and maintained in compliance with ~~cement or asphaltic concrete in accordance with~~ the off-street parking surfacing standards prescribed by the City Engineer **provided by this Chapter.**

(Ord. 3200, 2020; Ord. 3155, 2017; Ord. 3087, 2012; Ord. 3056, 2010; Ord. 2950, 2007; Ord. 2923, 2005; Ord. 2616, 1992; Ord. 1557, 1967)

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Chapter 33 RESERVED

Chapter 34 RESERVED

Chapter 35 RESERVED

Chapter 36 PARKING

Articles:

Article 1 - GENERAL PROVISIONS

Article 2 - VEHICLE PARKING

Article 3 - BICYCLE PARKING

Article 4 - LOADING AREAS

Article 1 GENERAL PROVISIONS

Sections:

17.36.1.010 Legislative findings.

17.36.1.020 Purpose.

17.36.1.030 Applicability.

17.36.1.040 Calculations.

17.36.1.010 Legislative findings.

The City Commission makes the following findings:

- A. The design of parking areas is critically important to the economic viability of commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community livability;
- B. Standards are needed to establish the minimum and maximum number of parking spaces that are needed to serve various land uses;
- C. Excessive parking lots reduce density, increase the cost of development, create an unhealthy built environment, contribute to the heat island effect associated with urban areas, and decrease the infiltration of stormwater into the ground;
- D. Special standards are needed to accommodate the needs of the disabled;
- E. A growing number of people use or would like to use bicycles for recreation, commuting, and general transportation;
- F. Inadequate bicycle parking facilities and fear of theft are major deterrents to bicycle transportation;
- G. Shared parking can reduce parking facility costs, allow greater flexibility in facility location and site design, and encourage more efficient land use;
- H. Parking lots and their accesses represent vital connections between the local transportation network and land development; and

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- I. Incorrectly designed parking lots and site access have negative impacts on the site itself, the adjacent and nearby public roadways, and the image of the business district, river corridor, and the City.

17.36.1.020 Purpose.

This Chapter is established to promote the public health, safety, and general welfare and is intended to accomplish the following purposes:

- A. Increase the safety and capacity of public streets by requiring off-street parking;
- B. Minimize adverse effects of off-street parking and off-street loading facilities on adjacent properties and surrounding neighborhoods through the requirement of design and maintenance standards;
- C. Lessen congestion and prevent the overtaking of public streets by regulating the location and capacity of accessory off-street parking or off-street loading facilities;
- D. Maintain and enhance a safe and efficient transportation system;
- E. Provide adequate and safe facilities for the storage of bicycles; and
- F. Ensure safe pedestrian movements through parking lots to the primary uses they serve.

17.36.1.030 Applicability.

- A. **New construction or uses.** For all new buildings and structures and all new uses of land, facilities required in this Chapter shall be provided as specified.
- B. **Same use with an increase in intensity of use.** When a building, structure, or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other unit of measurement specified herein, facilities required in this Chapter shall be provided for the amount being added.
- C. **Change in use.** When an existing use is changed to a new use, facilities required in this Chapter shall be provided as required for such new use. If the building or structure housing the new use was erected prior to the effective date of this Chapter, facilities required in this Chapter shall be provided in the amount to account for the difference between the new and old use.
- D. **Restriping.** When a parking area is restriped, accessible parking spaces shall be marked and designated consistent with this Chapter.
- E. **Compliance with adopted Codes.** In addition to the provisions in this Chapter, off-street parking facilities must comply with relevant provisions contained within the latest adopted Building and Fire Codes.
- F. **Continued compliance.** An existing parking facility may not be altered to cause or increase nonconformity with the provisions of this Chapter.

17.36.1.040 Calculations.

When a calculation results in a fraction, it shall be rounded down to the next whole number.

Article 2 VEHICLE PARKING

Sections:

17.36.2.010 General requirements.

17.36.2.020 Minimum off-street parking requirements.

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

17.36.2.030 Construction and maintenance requirements.

17.36.2.040 Design requirements.

17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts.

17.36.2.060 Shared parking.

17.36.2.070 Accessible parking.

17.36.2.010 General requirements.

A. Location of parking.

1. All parking spaces provided pursuant to this Article shall be on the same lot as the primary use it serves. However, the Director of Planning and Community Development may permit the parking spaces to be on a lot up to one thousand (1000) feet from the primary use's lot if he or she determines that it is impractical to provide parking on the same lot and that there is no detriment to the general public to do so.
2. No portion of off-street parking facilities, except for approved driveways, may be located within the public right-of-way.

B. Off-site parking agreements. If required parking is to be provided on a lot other than that of the use it serves, the off-site parking shall:

1. Be secured with a long-term agreement between the property owners, with the agreement being approved by the City Legal Department as to form and content. Such instrument shall be recorded in the office of the County Clerk and Recorder and a copy filed with the Planning and Community Development Department. The City shall be named in that agreement as one (1) of the parties with rights of enforcement; and
2. Comply with all provisions of this Chapter.

C. Change in use. Any area once designated and developed as required parking shall not be changed to any other use or modified to reduce the number of spaces, unless and until equal facilities are provided elsewhere or unless such modification is in compliance with Exhibit 36-1, in accordance with this Article.

D. Accessibility. All parking spaces shall be accessible at all times, from a street, alley, service drive, drive aisle or driveway intended to serve such parking.

E. Use of parking spaces. The required off-street parking shall be for occupants, employees, visitors, and patrons. The storage of merchandise, supplies, motor vehicles for sale, or the repair of vehicles on such parking area is prohibited, unless otherwise allowed by the OCCGF. In addition, the use of a parking lot for overnight camping, including recreational vehicle camping, is prohibited.

17.36.2.020 Minimum off-street parking requirements.

A. Minimum number of spaces. Except as otherwise provided by this Chapter, the number of off-street parking spaces required shall be no less than as set forth in Exhibit 36-1.

B. Maximum number of spaces.

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

1. The number of parking spaces provided in a ground surface parking lot shall not exceed the minimum number by more than twenty (20) percent or by ten (10) spaces, whichever is greater;
 2. There shall be no limitation on the number of parking spaces provided when the spaces exceeding the minimum are located in a parking garage or similar structure; and
 3. Any additional ground parking spaces above the maximum exceedance may be allowed as a conditional use and shall be granted upon a finding that additional spaces are needed for that particular use and/or location.
- C. **Unspecified uses.** For uses not specifically listed in Exhibit 36-1, parking requirements shall be based on the most comparable use.
- D. **Mixed use requirements.** For mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses, except when shared parking is provided or justified through review and approval by the Planning and Community Development Director of a parking study as noted in § 17.36.2.020(F.) of this Chapter.
- E. **Compact cars.** Up to ten (10) percent of the required number of parking spaces may be sized for compact cars.
- F. **Optional minimum number of spaces calculation.** The Planning and Community Development Director may accept a reduction in the minimum number of required spaces, if such reduction is supported by a study that is affirmed as valid by the Planning and Community Development Director or designee.

Exhibit 36-1. Minimum parking requirements

<i>Land Use</i>	<i>Minimum number of required spaces</i>
<i>Residential</i>	
Single-family dwelling	2 per dwelling
Two-family dwelling	2 per dwelling
Multi-family dwelling	1.5 per dwelling
Retirement home, housing projects for senior citizens	1 per 3 dwelling units, plus 1 per employee per shift
Motel, hotel	1 per guest unit, plus 1 per employee per shift
Fraternities, sororities and dormitories	1 for each 3 occupants for which sleeping facilities are provided
Boarding houses, lodging homes, and similar	1 per guest unit
<i>Institutional</i>	
Convalescent homes, nursing home, rest home	1 per 5 beds, plus 1 per employee per shift
Church, temple, club, lodge, funeral home, auditorium, and similar	1 per 5 seats or 1 per 50 square feet of assemblage area, whichever is greater
Hospitals	1 per bed plus 1 per employee per shift

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Libraries, museums, art galleries, cultural institutions	1 per 250 square feet
Day care centers, preschools, nursery schools	1 per employee per shift plus 1 for every eight (8) children the facility is licensed by the State to accommodate
Schools, elementary and junior high	2 per classroom or 1 per 5 seats in the auditorium or gymnasium or 1 per 50 square feet of assemblage area
Schools, senior high, colleges or universities	2 per classroom plus 1 for each 4 students the school is designed to accommodate or 1 per 5 seats in the auditorium or gymnasium or 1 per 50 square feet of assemblage area
<i>Commercial</i>	
Amusement centers, arcades, dance studios, skating rinks	1 per 200 square feet of gross floor area
Banks, savings and finance companies	1 per 400 square feet of gross floor area
Bars, lounges, night clubs, taverns, casinos	1 per 3 seats plus 1 per employee per shift
Beauty and barber shops	2 per barber or beauty shop chair
Bowling alleys	5 per alley
Drive-in restaurants, fast-food restaurants	1 per 2.5 seats plus 1 per employee per shift
Exercise facilities, health spas	1 per 300 square feet of gross floor area
Furniture, home furnishing, appliances	1 per 800 square feet of gross floor area
Golf courses	3 spaces per hole of main course
Household appliance, small engine, TV, radio and furniture repair	1 per 300 square feet of gross floor area
Medical and dental clinics	1 per 250 square feet of gross floor area
Miniature golf courses	1 per hole
Vehicle maintenance and service shops	2 per service area or work bay plus 1 per employee per shift
Movie theaters	1 per 4 seats
Newspaper and printing houses, advertising agencies	1 per 300 square feet of gross floor area
Office, business and professional	1 per 300 square feet of gross floor area
Restaurants, cafes	1 per 2.5 seats plus 1 per employee per shift
Retail home improvement center	1 per 300 square feet of gross floor area
Retail sales (under 60,000 square feet of gross building area)	1 per 300 square feet of gross floor area

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

Retail sales (over 60,000 square feet of gross building area)	200 plus 1 per 500 square feet in excess of 60,000
Stadiums, sports arenas and similar open assemblies	1 per 5 seats plus 1 per 100 square feet of assemblage area without seats
Laundry, dry cleaning, tailor shop, locksmith	1 per 300 square feet of gross floor area
Vehicle sales	2 per service area or work bay plus 1.5 per employee per shift or 5 spaces, whichever is greater
Veterinary clinics	1 per examination room plus 1 per employee per shift
<i>Industrial</i>	
Warehouses, storage, freight terminals	1 per employee per shift
Wholesale business	1 per employee per shift plus 1 per 1,000 square feet of gross floor area
Manufacturing, production, assembling, research testing and processing	1 per employee per shift
Lumber yards and building supplies	1 per employee per shift plus 1 per 1,000 square feet of gross floor area
Heavy equipment, tractor and farm equipment sales and service	1 per employee per shift plus 1 per 1,000 square feet of gross floor area

17.36.2.030 Construction and maintenance requirements.

- A. **Surfacing.** All off-street parking facilities shall be surfaced and maintained with Portland cement concrete or asphaltic concrete in accordance with standards prescribed by the City Engineer, with the following exceptions:
 - 1. Permeable pavers or similar paving may be allowed, at the discretion of the City Engineer;
 - 2. Certain residential parking, in compliance with Chapter 32 of this Title; and
 - 3. For parking areas constructed in the Heavy Industrial (I-2) zoning district (including Planned Unit Development (PUD) zoning districts with underlying I-2 zoning) gravel surfacing may be allowed at the discretion of the Planning and Community Development Director.
- B. **Border barricades.** Every parking area located adjacent to a property line shall be provided with a suitable concrete curb so as to protect the adjacent property. Such curb shall be placed at least two (2) feet from the property line to prevent extension of vehicles beyond the property line.
- C. **Outdoor lighting.** Outdoor lighting shall be provided consistent with Chapter 40 of this Title.
- D. **Landscaping.** Landscaping shall be provided consistent with Chapter 44 of this Title.

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- E. **Curb cuts and driveways.** Curb cuts and driveways that access parking areas shall be provided consistent with Chapter 32 of this Title.

17.36.2.040 Design requirements.

- A. **Parking space dimensions.** Parking spaces shall conform to the dimensions in Exhibit 36-2.
- B. **Backing into a public street.** No parking space shall require a vehicle to back into a public street, except for those that serve single-family or two-family dwellings. Parking spaces that require a vehicle to back into an alley may be allowed at the discretion of the City Engineer.
- C. **Service drive standards.** Service drives and drive aisles shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic ingress and egress, maximize safety of pedestrian and vehicular traffic on the site, and meet the dimensional standards in Exhibit 36-2.
- D. **Drive-through stacking requirements.** Drive-through facilities shall have stacking room for at least six (6) vehicles, including one (1) vehicle at the window. Drive-through facilities shall be designed to prohibit stacked vehicles from extending into any public street, road, alley or right-of-way, driveway, drive aisle, or required service drive.
- E. **Access to parking spaces.** All spaces shall be accessible at all times and connect to a service drive, drive aisle, or other allowable access. Dead-end drive aisles shall have ample room to allow for safe backing movements from the end parking spaces.
- F. **Internal sidewalks.** Sidewalks connecting to and through vehicle use areas shall be at least five (5) feet in width and provide for connectivity between the public sidewalk and the front entrance of buildings within the development. When a parking space abuts an internal sidewalk, the sidewalk shall be at least seven (7) feet in width or the space shall include a wheel stop to prevent a vehicle from overhanging the sidewalk.
- G. **Obstructions on internal sidewalks.** Placement of obstructions upon internal sidewalks (such as merchandise, electric charging stations, vending machines and the like) must accommodate a minimum five (5) feet of clear path-of-travel for pedestrians.
- H. **Pedestrian connectivity.** Where a parking lot is located between a primary structure and a public sidewalk, sidewalks with safe crossings (including striped crosswalks and curb ramps where necessary) of the parking lot shall be provided. When a development is located on a corner lot, sidewalks shall connect the primary structure with public sidewalks on both frontages in a direct manner.

Exhibit 36-2. Dimensional standards for standard and compact parking spaces

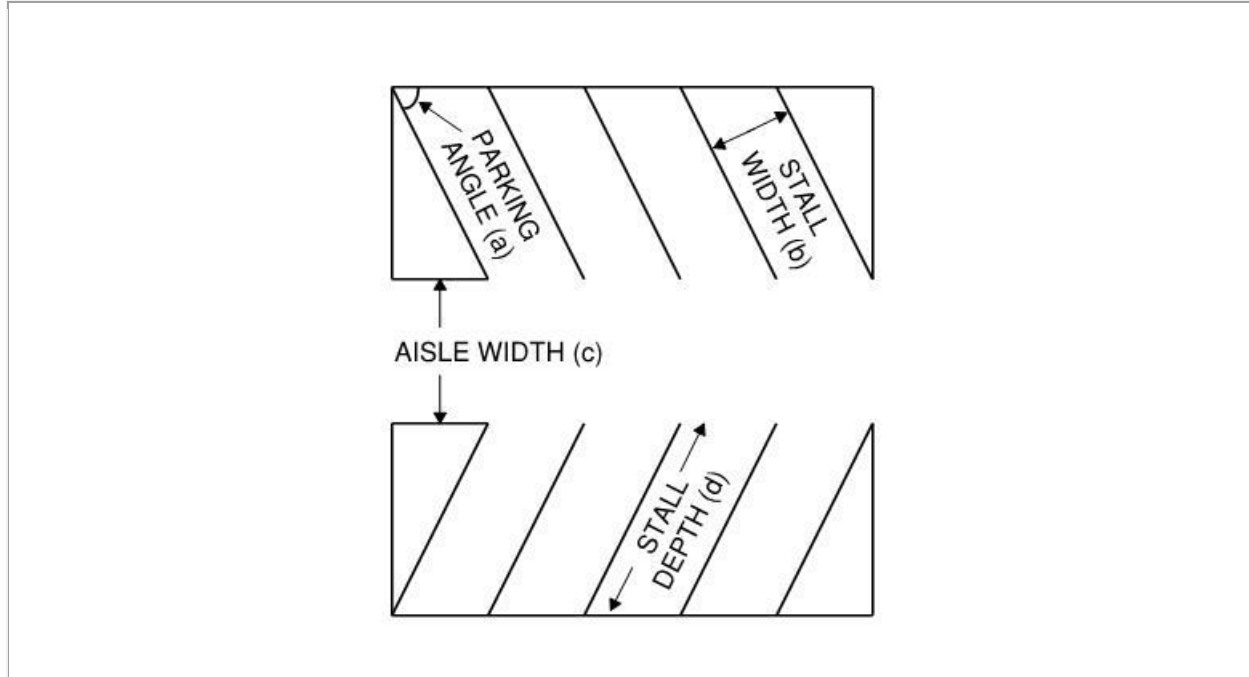
Angle (a)	Parking Type	Stall Width (b)	1-Way aisle Width (c)	2-Way aisle Width (c)	Stall Depth (d)
0°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	9 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	8 ft.
30°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
45°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
60°	Standard	9-10 ft.	18-20 ft.	24-28 ft.	18-20 ft.

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

	Compact	8 ft.	15-17 ft.	24-28 ft.	15 ft.
90°	Standard	9-10 ft.	24-26 ft.	25-29 ft.	18-20 ft.
	Compact	8 ft.	22-24 ft.	24-28 ft.	15 ft.



17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts.

Generally. In the central business core (C-4) and the central business periphery (C-5) zoning districts, the number of parking spaces may be reduced below the minimums in Exhibit 36-1. If off-street parking facilities are provided within those zoning districts, they shall conform to all other applicable requirements in this Chapter.

17.36.2.060 Shared parking.

There may be instances where two (2) or more land uses could share the same parking facilities. The Director of Planning and Community Development may, upon application, authorize the joint use of parking facilities required by said uses, provided that:

- A. The applicant shows that there is no substantial conflict or overlap in the principal operating hours of the building or use for which the joint use of parking facilities is proposed;
- B. The parking facility for which joint use is proposed is located within one thousand (1000) feet of the building or use required to provide parking;
- C. The owners of properties concerned in the joint use of off-street parking facilities provide a long-term agreement for such joint use by a legal instrument approved by the City Legal Department and reviewed and approved for compliance with this Chapter by the Planning and Community Development Department. The City shall be named in that agreement as one (1) of the parties with rights of enforcement. The approved agreement shall be

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

recorded with the office of the County Clerk and Recorder and a copy filed with the Planning and Community Development Department;

- D. Directional signage is provided where appropriate;
- E. Pedestrian links between the shared parking areas and the affected land uses are direct, clear, and safe and, where the land uses function as a unified development, sidewalks between the land uses are provided; and
- F. All shared parking facilities comply with this Chapter.

17.36.2.070 Accessible parking.

Generally. Accessible parking spaces shall be provided in accordance with provisions contained within applicable building codes adopted by and referenced in Title 12 OCCGF.

Article 3 BICYCLE PARKING

Sections:

17.36.3.010 Bicycle parking.

17.36.3.010 Bicycle parking.

- A. **Generally.**
 - 1. Bicycle parking for non-residential and multi-family uses is encouraged and may be provided as an alternative to some required vehicular parking spaces.
 - 2. If provided, bicycle parking should be provided consistent with the guidance contained in the most recently adopted Great Falls Long Range Transportation Plan.
 - 3. Two (2) short-term bicycle parking spaces may substitute for one (1) required vehicular parking space up to a maximum of ten (10) percent of the required number of vehicle parking spaces or ten (10) spaces, whichever is less.
 - 4. If long-term bicycle parking spaces are provided, each long-term space may substitute for one (1) required vehicular parking space up to a maximum of twenty-five (25) percent of the required number of vehicle parking spaces or twenty-five (25) spaces, whichever is less.
 - 5. There is no maximum limit on the number of bicycle spaces.
- B. **Location.** Bicycle parking shall be:
 - 1. Located in visible and prominent locations near the building main entrance(s) or internal to the building, and shall be as close or closer to the entrance(s) than the nearest vehicle parking space;
 - 2. If employees generally use a different entrance than customers, distributed between the employee entrance and the main entrance(s), with at least fifty (50) percent located near the main entrance(s) and equally distributed if there is more than one main entrance;
 - 3. Located no more than fifty (50) feet from the entrance and connected to that entrance by a sidewalk; and
 - 4. Distributed to serve all buildings or main entrances where there is more than one (1) occupied building on a site.

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

- C. **Design.** Off-street bicycle parking areas should be incorporated into the overall building design, parking lot layout, and pedestrian circulation and coordinated with public space features such as benches, lights, planters, landscaping, mailboxes, etc. If possible, bicycle parking racks should be protected from the elements by an awning, overhang, or similar covering. Racks shall not be placed so they block the entrance or inhibit pedestrian flow in or out of the building and shall be installed so that all bicycles are parked entirely upon a paved surface.
- D. **Accessibility.** Each parking space shall be accessible without moving another bicycle, generally allowing for two (2) feet by six (6) feet for each bicycle parking space and providing an aisle at least five (5) feet wide behind all bicycle parking to allow room for maneuvering.
- E. **Lighting.** Bicycle parking spaces shall have adequate lighting to promote security and allow for night-time use.
- F. **Rack design.** Bicycle parking may be provided in floor, wall, or ceiling-mounted racks. Racks shall meet the following minimum requirements:
 - 1. Hold the bicycle frame, not just a wheel;
 - 2. Accommodate use of a U-shaped shackle lock;
 - 3. Accommodate a wide range of bicycle sizes, wheel sizes, and types;
 - 4. Be covered with material that will not chip the paint of a bicycle that leans against it;
 - 5. Not have hazards, such as sharp edges; and
 - 6. Be securely fastened to the ground.
- G. **Maintenance.** Bicycle parking racks and spaces must be maintained in a clean and serviceable state. Bicycles that have been abandoned or are non-functional must be removed in a timely manner, or upon request by the City of Great Falls.

Article 4 LOADING AREAS

Sections:

17.36.4.010 Loading areas.

17.36.4.010 Loading areas.

- A. **Use.** A loading berth shall be available at all times, except when occupied by a vehicle performing loading or unloading.
- B. **Location.** A loading area shall be located on the premise it is intended to serve. A loading berth may not be located within seventy-five (75) feet of a residentially zoned property, measured in a straight line between the closest edge of the berth and the closest edge of the residential property.
- C. **Direct access.** Each loading berth shall have direct access to a street or alley.
- D. **Size.** A loading area shall be of adequate size and location so as to keep any street, sidewalk, alley, drive aisle, service drive, driveway or parking space clear of obstruction by the vehicle using the loading berth.
- E. **Surfacing.** All loading areas shall be surfaced and maintained in compliance with the off-street parking surfacing standards contained in this Chapter.

Exhibit B

Title 17 - LAND DEVELOPMENT CODE

Chapter 36 PARKING

(Ord. 3200, 2020; Ord. 3155, 2017; Ord. 3087, 2012; Ord. 3056, 2010; Ord. 2950, 2007; Ord. 2923, 2005; Ord. 2616, 1992; Ord. 1557, 1967)

Exhibit C – Summary of Proposed Amendments

Proposed Amendment	Reason for Amendment
17.36 Parking	
17.36.1 – General Provisions	
17.36.1.010 Legislative findings	
A. The design of parking areas is critically important to the economic viability of commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability	Removed due to subjectivity
G. Shared parking can reduce parking facility costs (including aesthetic and environmental impacts), allows greater flexibility in facility location and site design, and encourages more efficient land use	Removed due to subjectivity
17.36.1.020 Purpose	
A. Increase the safety and capacity of public streets by requiring off-street parking or off-street loading facilities	Removed, no longer requiring off-street loading facilities
F. Ensure safe pedestrian movements through parking lots to the primary uses they serve.	Establish pedestrian safety as purpose of the parking chapter
17.36.1.30 Applicability	
A. New construction/uses. For all new buildings and structures erected and all new uses of land established after the effective date of this chapter , facilities required in this Chapter shall be provided as specified.	Clarifies and removes unnecessary language
D. Restriping. When a parking area is restriped, accessible parking spaces, as required by the federal Americans with Disabilities Act , shall be marked and designated consistent with this Chapter.	Created more concise language, references 17.36.2.070
E. Compliance with adopted Codes. In addition to the provisions in this Chapter, off-street parking facilities must comply with relevant provisions contained within the latest adopted Building and Fire Codes.	Reference to the applicable codes that also contain off-street parking requirements
F. Continued compliance. An existing parking facility may not be altered to cause or increase nonconformity with the provisions of this Chapter.	Added to clarify code applies to existing parking facilities
17.36.1.040 Calculations	
When a calculation results in a fraction, the minimum it shall be rounded up down to the next whole number.	Reduces number parking spaces required

Exhibit C – Summary of Proposed Amendments

17.36.2 – Vehicle Parking	
17.36.2.010 General requirements	
<p>A. Location of parking</p> <ol style="list-style-type: none"> 1. All parking spaces provided pursuant to this Article shall be on the same lot or an adjoining lot with as the building primary use it serves. However, except that the Director of Planning and Community Development may permit the parking spaces to be on a lot within up to four hundred one thousand (400 1000) feet of the primary use’s lot served by the parking lot if he/she determines that it is impractical to provide parking on the same or adjoining lot and that there is no detriment to the general public to do so. 2. No portion of off-street parking facilities, except for approved driveways, may be located within the public right-of-way. <p>B. Off-site parking agreements. If required parking is to be provided off-site on a lot other than that of the use it serves, the use of such a site for off-site parking shall:</p> <ol style="list-style-type: none"> 1. Be secured with a long-term agreement between the property owners approved by the City Attorney as to form and content. Such instrument shall be acceptable to the City and recorded within the office of the County Clerk and Recorder and a copy filed with the Planning and Community Development Department. The City shall be named in that agreement as one (1) of the parties with rights of enforcement; and 2. Comply with all provisions of this Chapter. The City shall be named in that agreement as one (1) of the parties with rights of enforcement. <p>C. Change in use. Any area once designated and developed as required parking shall not be changed to any other use, or modified to reduce the number of spaces, unless and until equal facilities are provided elsewhere or unless such modification is in compliance with Exhibit 36-1, in accordance with this Article.</p> <p>D. Accessibility. All parking spaces shall be accessible at all times, from a street, alley, service drive, drive aisle, or driveway intended to serve such parking.</p>	<p>Allows for more flexibility; increases safety</p> <p>Eliminates need for offstreet parking facilities to be out of public rights-of-way</p> <p>Clarifies the location of off-site parking; specifies content of agreements, combines the enforcement provision with the agreement provision</p> <p>Clarifies the meaning of "change in use"</p>

Exhibit C – Summary of Proposed Amendments

17.36.2.020 Minimum off-street requirements	
<p>B. Maximum number of spaces</p> <p>1. The number of parking spaces provided in a ground surface parking lot may shall not exceed the minimum number by more than twenty (20) percent or by ten (10) spaces, whichever is greater</p>	<p>Provides smaller uses with an opportunity to increase their parking</p>
<p>D. Mixed use requirements. For mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses, Off-street parking facilities for one (1) use shall not be considered as providing parking facilities for any other use except when considered shared parking as herein is provided or justified through review and approval by the Planning and Community Development Director of a parking study as noted in 17.36.2.020 (F) of this Chapter.</p>	<p>Eliminates confusing language and incorporates provisions referenced in the chapter</p>
<p>F. Optional minimum number of spaces calculation. The Planning and Community Development Director may accept a reduction in the minimum number of required spaces, if such reduction is supported by a study that is affirmed as valid by the Planning and Community Development Director or designee.</p>	<p>Adds flexibility in determining required parking spaces</p>
<p>Exhibit 36-1. Minimum parking requirements. See Attachment A.</p>	<p>Updated to reflect reduced number of required minimum parking spaces</p>
17.36.2.030 Construction and maintenance requirements	
<p>A. Surfacing</p> <p>1. Permeable pavers or similar paving may be allowed, at the discretion of the City Engineer;</p> <p>2. Certain residential parking, in compliance with Chapter 32 of this Title; and</p> <p>3. For parking areas constructed in the Heavy Industrial (I-2) zoning district (including Planned Unit Development (PUD) zoning districts with underlying I-2 zoning) gravel surfacing may be allowed at the discretion of the Planning and Community Development Director.</p>	<p>Provides more flexibility for paving standards</p>
17.36.2.40 Design requirements	
<p>B. Service drive, when required Backing into a public street. Groups of three (3) or more parking spaces, except those in conjunction with single family or two family dwellings on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a public right of way, other than an alley, will be required. No parking space shall require a vehicle to back into a public street, except for those that serve single-family or two-family dwellings. Parking spaces that require a vehicle to back into an alley may be allowed at the discretion of the City Engineer.</p>	<p>Increases safety</p>

Exhibit C – Summary of Proposed Amendments

<p>D. Drive-through stacking requirements. Drive-through facilities shall have stacking room for at least six (6) vehicles, including one (1) vehicle at the window (or call box, etc.). Drive-through facilities shall be designed to prohibit stacked vehicles shall not from extending into any public street, road, alley or right-of-way, driveway, drive aisle, or required service drive.</p>	<p>Clarification; increases safety and encourages better design principles</p>
<p>E. Access to parking spaces. All spaces shall be accessible at all times and connect to a service drive, drive aisle, or other allowable access. Dead-end drive aisles shall have ample room to allow for safe backing movements from the end parking spaces.</p>	<p>Increases safety</p>
<p>F. Internal sidewalks. Sidewalks connecting to and through vehicle use areas shall be at least five (5) feet in width and provide for connectivity between the public sidewalk and the front entrance of buildings within the development. When a parking space abuts an internal sidewalk, the sidewalk shall be at least seven (7) feet in width or the space shall include a wheel stop to prevent a vehicle from overhanging the sidewalk.</p>	<p>Increase pedestrian safety throughout parking lots</p>
<p>G. Obstruction on internal sidewalks. Placement of obstructions upon internal sidewalks (such as merchandise, electric charging stations, vending machines and the like) must accommodate a minimum five (5) feet of clear path-of-travel for pedestrians.</p>	<p>Increase pedestrian safety throughout parking lots</p>
<p>H. Pedestrian connectivity. Where a parking lot is located between a primary structure and a public sidewalk, sidewalks with safe crossings (including striped crosswalks and curb ramps where necessary) of the parking lot shall be provided. When a development is located on a corner lot, sidewalks shall connect the primary structure with public sidewalks on both frontages in a direct manner.</p>	<p>Increase pedestrian safety throughout parking lots</p>

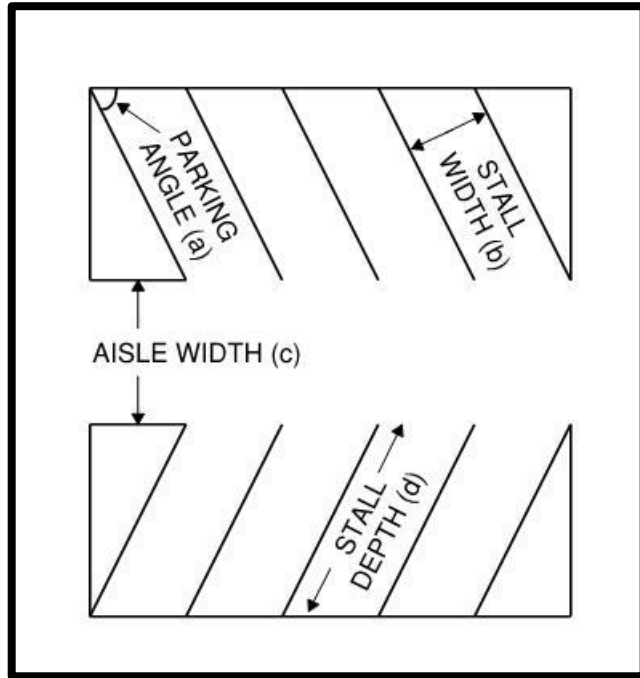
Exhibit C – Summary of Proposed Amendments

Exhibit 36-2 Dimensional standards for standard and parking spaces.

Angle (a)	Parking Type	Stall Width (b)	1-Way aisle Width (c)	2-Way aisle Width (c)	Stall Depth (d)
0°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	9 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	8 ft.
30°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
45°	Standard	9-10 ft.	12-14 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	12-14 ft.	24-28 ft.	15 ft.
60°	Standard	9-10 ft.	18-20 ft.	24-28 ft.	18-20 ft.
	Compact	8 ft.	15-17 ft.	24-28 ft.	15 ft.
90°	Standard	9-10 ft.	24-26 ft.	25-29 ft.	18-20 ft.
	Compact	8 ft.	22-24 ft.	24-28 ft.	15 ft.

Removed unused portions, provided range of widths and depths for increased flexibility

Exhibit C – Summary of Proposed Amendments



Updated exhibit to reflect changes

Exhibit C – Summary of Proposed Amendments

17.36.2.050 Parking requirement in the central business core (C-4) and central business periphery (C-5) zoning districts	
<p>A. Generally. In the central business core (C-4) and the central business periphery (C-5) zoning districts, the Director of Planning and Community Development may reduce the number of required parking spaces depending on the circumstances of the property and surrounding land uses the number of parking spaces may be reduced below the minimums noted in Exhibit 36-1 of this chapter. If off-street parking facilities are provided within those zoning districts, they shall conform to all other applicable requirements in this Chapter.</p>	<p>Eliminates need for approval of PCD Director in order to reduce number of parking stalls in C-4 and C-5 districts, streamlining review process</p>
17.36.2.60 Shared parking	
<p>B. The parking facility for which joint use is proposed shall be is located within 400 one thousand (1000) feet of the building or use required to provide parking</p>	<p>Uniformity with 17.36.2.010</p>
<p>C. The parties owners or properties concerned in the joint use of off-street parking facilities shall evidence provide long-term their agreement for such joint use by a legal instrument approved by the City Attorney Legal Department and reviewed and approved for compliance with this Chapter by the Planning and Community Development Department as to form and content. Such The instrument, when approved as conforming to the provisions of this chapter, shall be recorded in with the office of the County Clerk and Recorder and a copy filed with the Planning and Community Development Department</p>	<p>Clarifies shared parking agreement requirements</p>
<p>E. Pedestrian links between the shared parking and the shared uses are direct, clear, and safe and, where the land uses function as a unified development, sidewalks between the land uses are provided; and</p>	<p>Increases pedestrian safety</p>
<p>F. Parking lots are located within the same zoning district as the use they serve. All shared parking facilities comply with this Chapter.</p>	<p>Ensures compliance with chapter requirements</p>
17.36.2.70 Accessible parking	
<p>A. Generally. Accessible parking space shall be provided subject to this part in accordance with, the Americans with Disabilities Act (ADA), “ADA Standards for Accessible Design” 28 CFR 36, revised as of July 1, 1994, and amendments thereto. provisions contained within applicable building codes adopted by and referenced in Title 12 OCCGF.</p>	<p>Reference the standards that are used to assess accessibility compliance</p>
<p>Removal of all language pertaining to accessible parking spaces</p>	<p>Eliminated, as it is redundant to provisions regulated by building codes</p>

Exhibit C – Summary of Proposed Amendments

17.36.3 – Bicycle Parking	
17.36.3.010 Bicycle parking	
<p>A. Generally.</p> <ol style="list-style-type: none"> 1. Bicycle parking for non-residential and multi-family uses is encouraged and may be provided as an alternative to some required vehicular parking spaces. 2. If provided, bicycle parking should be provided consistent with the guidance contained in the most recently adopted Great Falls Long Range Transportation Plan. 3. When bicycle parking is provided, Two (2) each short-term such bicycle parking spaces may substitute for a one (1) required vehicular parking space up to a maximum of five ten (5 10) ten (10) percent of the required number of vehicle parking spaces of ten (10) spaces, whichever is less. 4. If long-term bicycle parking spaces are provided, each long-term space may substitute for one (1) required vehicular parking space up to a maximum of twenty-five (25) percent of the required number of vehicle parking spaces or twenty-five (25) spaces, whichever is less. 5. There is no maximum limit on the number of bicycle spaces. For example, if the standards as applied to a project call for one hundred (100) vehicle parking spaces, no more than five (5) bicycle parking spaces may be provided if substituted for vehicle parking spaces (ninety five (95) vehicle parking spaces and five (5) bicycle parking spaces). 	<p>Clarifies bicycle parking credit</p> <p>References the City's comprehensive transportation plan</p> <p>Creates more flexibility to meet required vehicle spaces and adds incentive for bicycle parking</p>
<p>Exhibit 36.6 Recommended number of bicycle parking spaces. Removed</p>	<p>Underutilized and out-of-date, reference to long range transportation plan</p>
<p>B. Location</p> <ol style="list-style-type: none"> 1. Located in visible and prominent locations near the building main entrance(s) or internal to the building, and shall be as close or closer to the entrance(s) than the nearest vehicle parking space 2. If employees generally use a different entrance than customers, distributed between the employee entrance and the main entrance(s), with at least 50% located near the main entrance(s) and equally distributed if there is more than one main entrance; 3. Under no circumstance should bicycle located parking be no more than one hundred fifty (100 50) feet from the entrance and connected to that entrance by a sidewalk; and 	<p>Clarification regarding location in relation to entrances</p> <p>Address employee entrances</p> <p>Update distance requirements</p>

Exhibit C – Summary of Proposed Amendments

<p>C. Design. Off-street bicycle parking areas should be incorporated into the overall building design parking lot layout and pedestrian circulation and coordinated with street public space features such as furniture (e.g. benches, street lights, planters, landscaping, mailboxes, etc.) when it is part of the overall project. If possible, bicycle parking racks should be protected from the elements by an awning, overhand, or similar covering. Racks shall not be placed so they block the entrance or inhibit pedestrian flow in or out of the building, and shall be installed so that all bicycles are parked entirely upon a paved surface.</p>	<p>Section moved from “B. LOCATION”; added design standards</p>
<p>G. Maintenance. Bicycle parking racks and spaces must be maintained in a clean and serviceable state. Bicycles that have been abandoned or are non-functional must be removed in a timely manner, or upon request by the City of Great Falls.</p>	<p>Promotes adequate and safe storage facilities for bicycles</p>
<p>17.36.4 – Loading Areas</p>	
<p>17.36.4.010 Loading areas</p>	
<p>A. Number required. Removed</p>	<p>Underutilized</p>
<p>Exhibit 36-8 Required number of loading berths. Removed</p>	<p>Underutilized</p>
<p>A. Use. A loading berth, when required, shall be available at all times, except when occupied by a vehicle performing loading or unloading</p> <p>B. Location. A loading facilities area shall be located on the same site premise it is they are intended to serve. A loading berth may not be located within seventy-five (75) feet of a residentially zoned property, measured in a straight line between the closest edge of the berth and the closest edge of the residential property. zoning district.</p> <p>C. Direct access. Each loading berth shall have direct access to a street or alley without traversing a residential zoning district.</p> <p>D. Size. Exclusive of aisle and maneuvering space, a loading berth shall be at least twelve (12) feet wide, at least forty five (45) feet long, and have at least fourteen (14) feet of vertical clearance A loading area shall be of adequate size and location so as to keep any street, sidewalk, alley, drive aisle, service drive, driveway, or parking space clear of obstruction by the vehicle using the loading berth.</p> <p>E. Surfacing. All loading areas shall be surfaced and maintained with cement or asphaltic concrete in accordance with standards prescribed by the City Engineer in compliance with the off-street parking surfacing standards contained in this Chapter.</p>	<p>Added clarification when measuring distance</p> <p>Removed unused/confusing language</p> <p>Ensure compliance with Chapter</p>