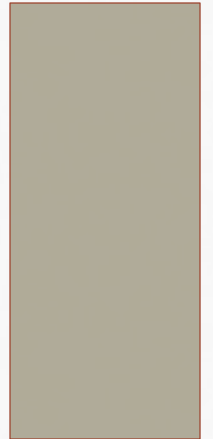


# UNDERGROUND PARKING STRUCTURES

CODE TEXT AMENDMENT



# CURRENT CODE

- Parking Structures are not allowed. A parking structure is defined as a building designed for car parking and where there is more than one floor or level on which parking takes place. It is essentially an indoor, stacked parking lot.

# PC'S DISCUSSION

- After much debate by the Planning Commission, review of other cities' parking structure ordinances, and creating draft language that would allow parking structures in Midway, the Planning Commission decided to recommend not allowing parking structures in the commercial zones. The reason for not allowing parking structures in Midway is based on the idea that a parking structure would not match the vision of the community as described in the General Plan. If a developer would like to build one in the future, they could always apply to amend the code. They would need to convince the City Council that their proposal would match the vision of Main Street and convince them that the structure was in the best interest of the community. If they were successful, then the code could be amended to allow it. This recommendation leaves the most control for the City Council over parking structures.
- Some items to consider with parking structures is the impact they have on the community. Parking structures have a visual impact on the community, but they take up less valuable commercial space. While a ground level parking will have an impact on the community regarding a large footprint, greater drainage, and a greater urban heat island.

# APPLICANT'S PROPOSED CODE

- Parking structure allowed as a Conditional Use
- *A parking structure is defined as a building designed for car parking and where there is more than one floor or level on which parking takes place. It is essentially an indoor, stacked parking lot.*

# STAFF'S ALTERNATE CODE

A parking structure is defined as a building designed for car parking and where there is more than one floor or level on which parking takes place. It is essentially an indoor, stacked parking lot. Parking Structures are not allowed except if all the following requirements are met:

1. Only one layer of parking is visible.
2. Any lower parking levels (surface parking area to the roof) are completely below natural grade and such lower parking level(s) shall not be visible from adjacent streets, neighboring properties, or within the development
3. Berms shall not be used to create a visual barrier for lower parking levels or to create a new "natural grade".
4. Access ramps to below natural grade parking shall not have direct access from Main Street, Center Street, River Road or from roads fronting the Town Square which includes the following:
  - a. 100 North (100 West to 200 West),
  - b. 100 West (Main Street to 100 North), and
  - c. 200 West (Main Street to 200 North).

# STAFF'S ALTERNATE CODE

5. Access ramps to below natural grade parking shall not exceed 10% unless they are covered or heated.
6. Below natural grade parking lots with more than 150 parking stalls below natural grade shall have two accesses.
7. At grade parking shall comply with other surface level parking requirements.
8. Amenities may be installed above the below natural grade level parking and may include landscaping, sports facilities, and parking.
9. Any area gained by creating below natural grade parking cannot be used to create more building area. Any area gained must be used for landscaping, sports facilities (roofless), or parking.
10. Below natural grade parking is allowed under designated open space if the design of the structure allows the open space to be visually indistinguishable from open space areas that do not have parking below.
11. At the time of building permit, below grade parking lots must provide lighting, ventilation, storm water runoff, groundwater and all applicable codes.

# GENERAL PLAN

The General Plan promotes preserving the charm and feel of Midway and it also promotes addressing parking issues by finding creative solutions to parking issues. The Midway General Plan states the following regarding these issues:

## Economic Goals and Guidelines (page32)

- Goal 1, Guideline 10: Support parking solutions that will support businesses, public uses, and civic needs and allow for shared parking opportunities.
- Goal 3, Guideline 1: Determine the best locations for commercial and retail services as well as the infrastructure and code changes or incentives required.

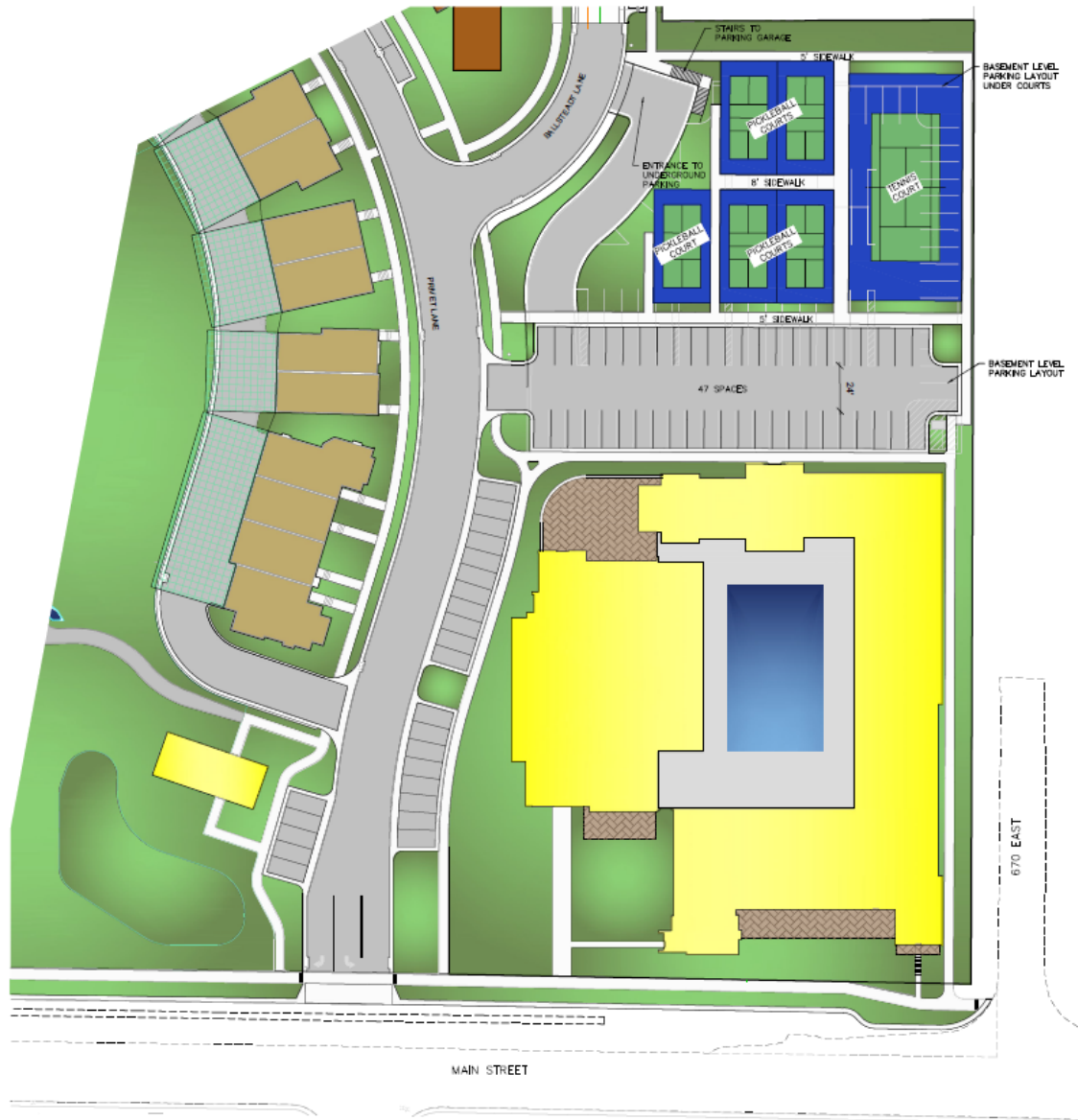
# GENERAL PLAN

- Main Street Parking (page 67): Parking – Parking is quickly becoming a significant issue along the corridor. The City, in concert with businesses, can use several strategies to alleviate this problem.
- Modify parking requirements by possibly decreasing the number of stalls required in conjunction with the creation of public parking lots.
- Encourage businesses to develop shared parking partnerships that combine parking and reduce overall land consumption.



# GENERAL PLAN

- Main Street Introduction (page 64): Main Street is the economic, architectural, and historical heart of the community. The most powerful and lasting image associated with Midway is Main Street. This commercial core should be developed as a distinctive shopping and business area emphasizing it as an attractive meeting place and staging area for festivals, special events, celebrations, and a variety of community activities which will produce a vibrant and healthy community centerpiece. Midway has a unique small-town and village feel. **It is an important goal of the community to preserve the charm of Midway, especially along Main Street.**



# PARKING

ORIGINAL APPROVED SURFACE PARKING PLAN

102 SPACES

PROPOSED SURFACE LEVEL PARKING

46 SPACES

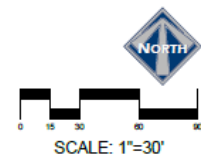
PROPOSED BASEMENT LEVEL PARKING

84 SPACES

TOTAL PROPOSED PARKING

130 SPACES

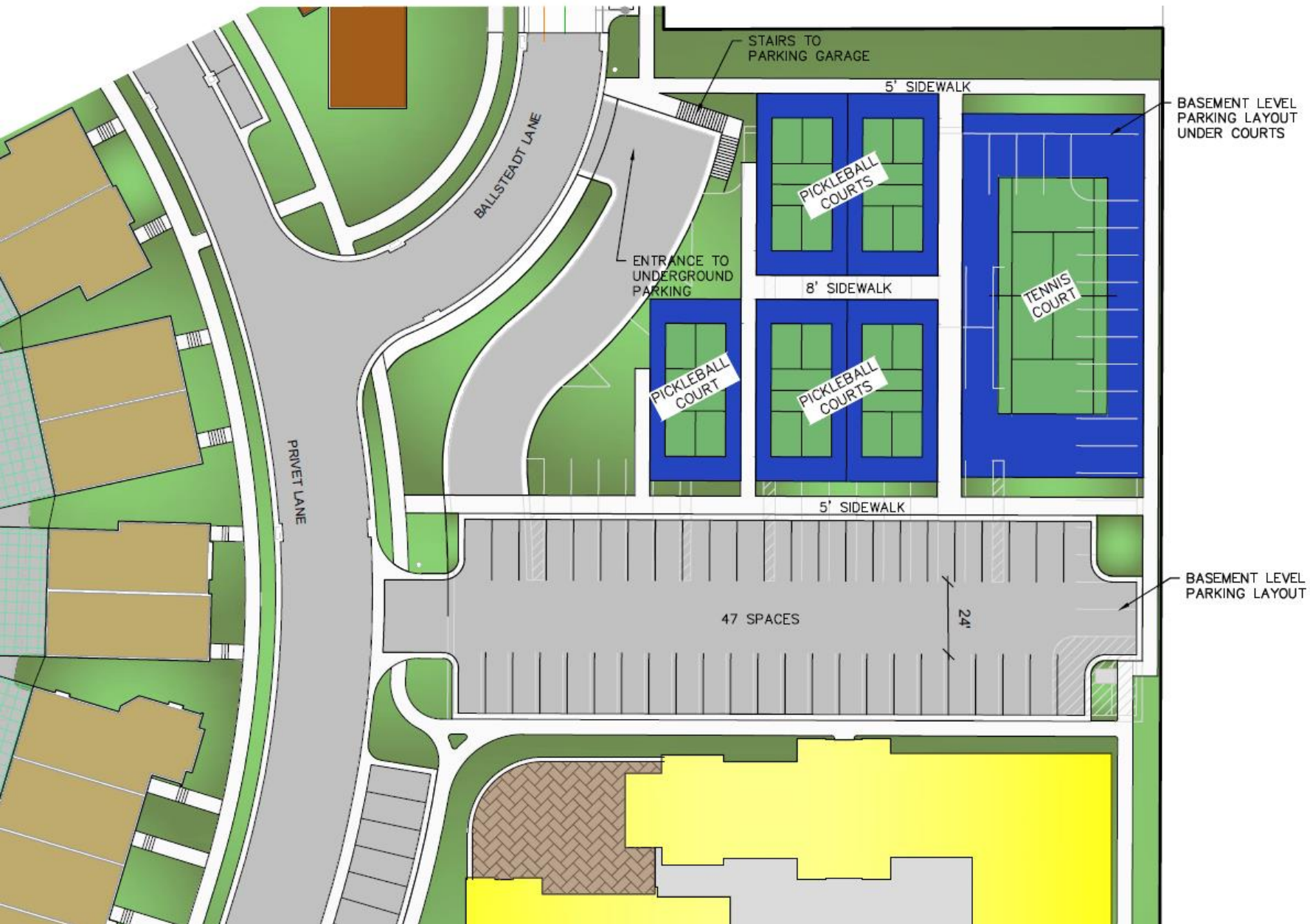
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REVIEW: 12 APR 2023

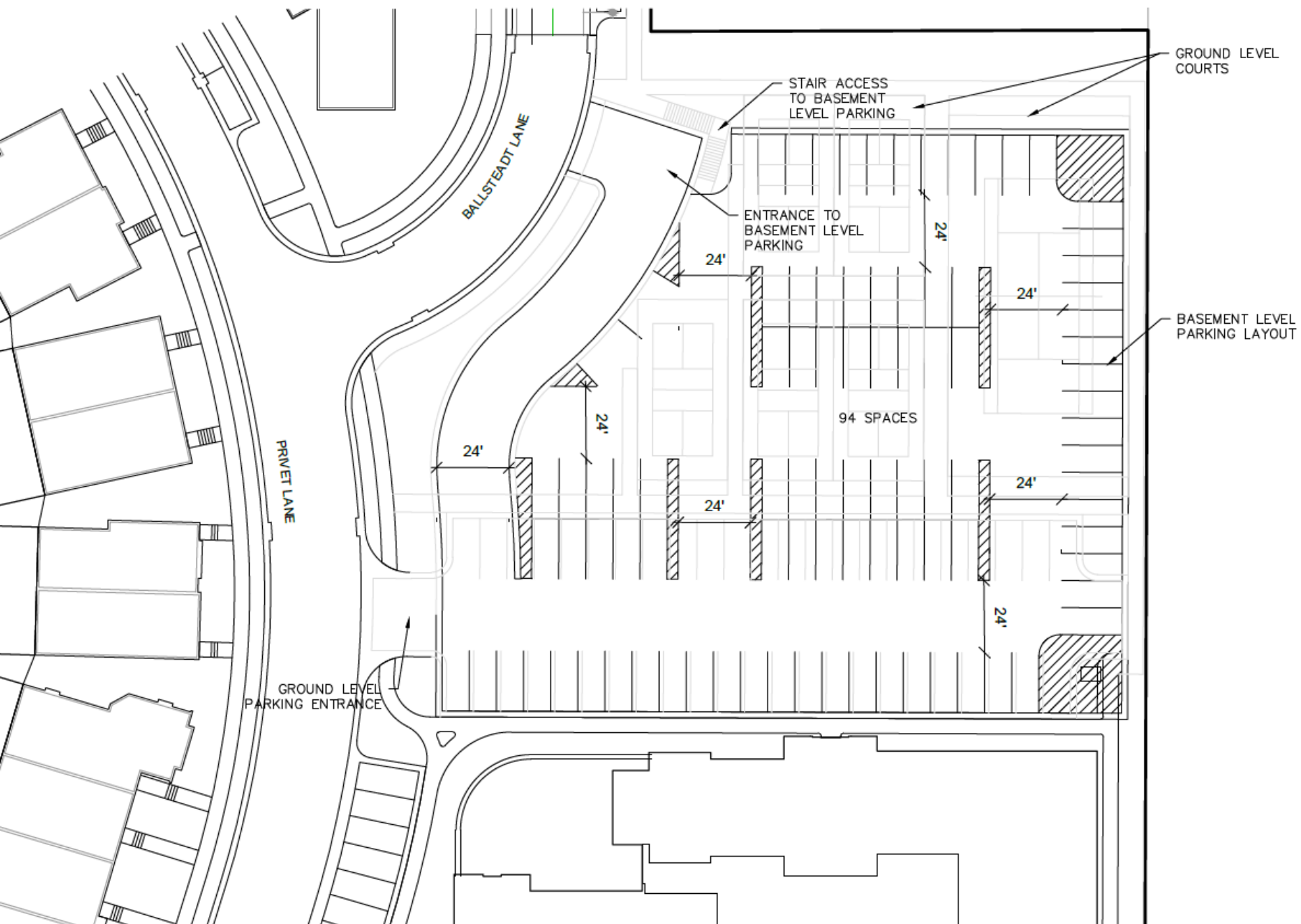


CLUSTER  
THE VILLAGE - PHASE 1  
ALTERNATE SITE PLAN  
GROUND LEVEL



DESIGN BY: PDB  
DRAWN BY: DBJ  
DATE: 1 APR 2023  
REV:  
SHEET  
1





# POSSIBLE FINDINGS

- The proposal will allow parking structures
- One level of parking would be visible
- Any additional levels of parking would be below natural grade
- Access ramp locations would be limited
- Building area will not increase if below natural grade parking is allowed
- The proposal is a legislative action