

**TOWN OF RIDGWAY, COLORADO
ORDINANCE NO. 04-2024**

**AN ORDINANCE OF THE TOWN OF RIDGWAY, COLORADO
AMENDING SECTION 7-4 “ZONING REGULATIONS” OF THE RIDGWAY MUNICIPAL
CODE REGARDING PARKING STANDARDS**

WHEREAS, the Town of Ridgway, Colorado (“Town”) is a home rule municipality existing pursuant to the laws of the Colorado Constitution, the Colorado Revised Statutes and the Town's Home Rule Charter; and

WHEREAS, the zoning and land use powers conferred upon the Town by the State of Colorado empower the Town to manage land use to ensure the public health, safety, and welfare; and

WHEREAS, the Town currently regulates land uses within the Town limits in accordance with Chapter 7 “Land Use Regulations” of the Ridgway Municipal Code (“RMC”), adopted pursuant to its Home Rule Constitutional authority and the Local Government Land Use Control Enabling Act of 1974, as amended, §§29-20-101, et seq. C.R.S; and

WHEREAS, the Town has determined that modifications to the Town’s parking standards are necessary, and has made substantial efforts to evaluate the current parking standards against best practices and existing assessments of parking in Town; and

WHEREAS, the trend in parking requirements has been to reduce them and allow for shared parking opportunities which encourage visitors to park once and walk to multiple establishments or events; and

WHEREAS, best practices for parking requirements suggested evaluating minimum required parking standards, emphasizing transit-oriented development as a long-term solution, and addressing affordable housing barriers; and

WHEREAS, adjusting off-street parking requirements can encourage new businesses to operate within existing buildings, preserving the architectural character of existing buildings and community; and

WHEREAS, reduced and flexible parking requirements can promote business development and a shift towards sustainable transportation methods that will, in turn, promote economic vitality; and

WHEREAS, modifications to the Town’s parking standards will help advance ***POLICY GRO-5.4: PARKING REQUIREMENTS*** in the Town of Ridgway Master Plan, which reads, “Support the use of shared parking, on-street parking, and other strategies to maximize the use of available resources and support local business”; and

WHEREAS, Town staff, in consultation with and the consultant team provided public engagement opportunities, held a number of discussions with the Ridgway Planning Commission, and received recommendations from the Planning Commission; and

WHEREAS, on August 27, 2024, the Ridgway Planning Commission held a public hearing to discuss amending RMC Chapter 7 to address zoning regulations and parking standards, with the Planning Commission recommending approval of amendment to RMC 7-6-4(M); and

WHEREAS, the Ridgway Town Council finds that this ordinance furthers and is necessary to promote the health, safety and general welfare of the Ridgway community.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF RIDGWAY, COLORADO the following:

Section 1. Recitals Incorporated. The above and foregoing recitals are incorporated herein by reference and adopted as findings and determinations of the Town Council.

Section 2. Amendment of Subsection (M) of Section 7-4-6 “Parking Standards”. Subsection (M) of Section 7-4-6 of the Ridgway Municipal Code is hereby amended to read as set forth in *Exhibit A*.

Section 3. Codification of Amendments. The Town Clerk, as the codifier of the Town’s Municipal Code, is hereby authorized to make such numerical and formatting changes as may be necessary to incorporate the provisions of this Ordinance within the Ridgway Municipal Code. The Town Clerk is authorized to correct, or approve the correction by the codifier, of any typographical error in the enacted regulations, provided that such correction shall not substantively change any provision of the regulations adopted in this Ordinance. Such corrections may include spelling, reference, citation, enumeration, and grammatical errors.

Section 4. Severability. If any provision of this Ordinance, or the application of such provision to any person or circumstance, is for any reason held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable. The Town Council hereby declares that it would have passed this Ordinance and each provision thereof, even though any one of the provisions might be declared unconstitutional or invalid. As used in this Section, the term “provision” means and includes any part, division, subdivision, section, subsection, sentence, clause or phrase; the term “application” means and includes an application of an ordinance or any part thereof, whether considered or construed alone or together with another ordinance or ordinances, or part thereof, of the Town.

Section 5. Effective Date. This Ordinance shall take effect thirty (30) days after the date of final passage in accordance with Article 3-7 of the Ridgway Charter.

Section 6. Safety Clause. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Ridgway, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained.

Section 7. No Existing Violation Affected. Nothing in this Ordinance shall be construed to release, extinguish, alter, modify, or change in whole or in part any penalty, liability or right or affect any audit, suit, or proceeding pending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing which may have been incurred or obtained under any ordinance or provision hereby repealed or amended by this Ordinance. Any such ordinance or provision thereof so amended, repealed, or superseded by this Ordinance shall be treated and held as remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions, for the enforcement of such penalty, liability, or right, and for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered, or made in such actions, suits or proceedings, or prosecutions imposing, inflicting, or declaring such penalty or liability or enforcing such right, and shall be treated and held as remaining in force for the purpose of sustaining any and all proceedings, actions, hearings, and appeals pending before any court or administrative body.

Section 8. Publication. The Town Clerk is ordered to publish this Ordinance in accordance with Article 3-7 of the Ridgway Charter.

INTRODUCED AND REFERRED TO PUBLIC HEARING on September 11, 2024 and setting such public hearing for October 9, 2024 at Ridgway Town Hall, located at 201 N. Railroad Street, Ridgway, Colorado.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

ADOPTED on October 9, 2024.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

APPROVED AS TO FORM:

Bo James Nerlin, Town Attorney

(M) Parking Standards

(1) Off-Street Parking Requirements. The following off-street parking requirements shall apply unless otherwise indicated in all districts.

Use	Required parking spaces	Required Stacking spaces
Dwelling Units	Single-Family and Duplex Dwelling Units: 2 spaces per dwelling unit; one (1) required parking space may be permitted on-street. All Other Residential: 1 space per dwelling unit; the one (1) space may be permitted on-street.	
Healthcare Facilities	1 space per 750 square feet	
Pharmacies	No off-street parking requirement	Minimum of two (2) stacking spaces before the drive up window.
Restaurants	1 space per 200 sq. ft. gross floor area	Minimum of six (6) stacking spaces before the drive up window.
Hotels and Motels	1 space per one (1) guest rooms	Minimum of four (4) stacking spaces before the drop off space.
Gas stations	No off-street parking requirement.	Minimum of one (1) stacking space before each fuel station.
Community Center	No off-street parking requirement	
Nursing Homes	1 space per 750 square feet or 1 space per employee on the shift with the highest quantity of employees.	
Office	1 space per 600 sq. ft. gross floor area	
Retail Establishments	1 space per 500 sq. ft. gross floor area	Minimum of four (4) stacking spaces before the drive-up window, if applicable.
Day Care Facilities not qualifying as an accessory use	No off-street parking requirement	Minimum of four (4) stacking spaces before the drop off zone.
Educational Facility, Elementary	2 spaces per classroom	Minimum of five (5) stacking spaces before the drop off space
Educational facility, Middle and High school	1 space per two (2) students and one (1) faculty member.	Minimum of four (4) stacking spaces before the drop off space
All other uses	1 space per 700 sq. ft. gross floor area	Minimum of one (1) stacking spaces before the drive up window, if applicable.

(2) For purposes of this Subsection, "gross floor area" is the heated square footage of a building measured along the outside enclosing walls, excluding interior parking areas and outdoor common areas.

(3) Shared Parking Plan. The purpose of the shared parking plan and the subsequent regulations is to efficiently utilize parking resources amongst multiple properties and users while adequately meeting parking demand at peak hours or during special events. Applicants wishing to use shared parking as a means to satisfy off-street parking requirements shall submit a shared parking plan in accordance with this section.

(a) Shared parking standards.

(i) Shared parking plan required. A shared parking plan shall be required for the following:

- a. All proposed developments, except for single-family or duplex dwelling units, that intend to utilize off-site parking spaces. Such plan may request to eliminate all or a percentage of the required off-street parking spaces being provided on the subject property.
- b. Major special events, as determined by the Town Manager or designee, that will have a significant impact on traffic circulation within town limits.

- c. The applicant is requesting to utilize existing on-street parking to meet off-street parking requirements which isn't otherwise authorized by this section.
- (ii) Shared parking plan provisions. The proposed shared parking plan shall address each of the following provisions.
- a. Off-site shared parking. Provide the location of the off-site parking spaces, quantity of parking spaces, and the current physical condition of the area to be used for off-site parking.
 - i. If the off-site parking spaces are fulfilling the required off-street parking needs of another use or property, the plan shall also provide a schedule of peak demand for each use utilizing the parking spaces.
 - ii. Submit a written narrative describing adjacent land uses to the off-site parking location, potential negative impacts of increased parking on the off-site location, and proposed strategies to mitigate negative effects.
 - b. Shared Parking Agreement. In the case of off-site shared parking for proposed uses where the targeted off-site lot is owned by others, a written agreement between the town, the owner of the property where the off-site parking is being proposed, and the owner of the property seeking the use of off-site parking shall be entered into.
 - i. The agreement shall be recorded with Ouray County Clerk and Recorder, unless the agreement is for temporary uses, such as a special event.
 - ii. The agreement shall provide details of continued maintenance and the owner's responsibility for off-site parking spaces.
 - c. Pedestrian movement. Describe the intended pedestrian movement from off-site parking locations to the property or establishment served by those spaces.
 - i. Shared parking that is located across Highway 62 or Highway 550 shall be located within two (2) blocks of an existing crosswalk or a grade separated pedestrian connection to cross the highway.
 - d. Neighborhood partnership. Proposed developments that intend to utilize shared parking are encouraged to form partnerships within the community.
 - i. The shared parking plan shall identify all businesses and organizations that utilize the parking resources.
 - ii. For special events, the shared parking plan shall detail methods of reliance on public transportation.
 - iii. For permanent uses, off-site parking spaces located adjacent to residential uses shall provide a minimum of five (5) foot buffer with an opaque six (6) foot tall fence or landscaping along all shared boundaries.
 - e. Peak hours. The shared parking plan shall provide operating hours for each specified use. If public transit is to be utilized for temporary uses, then a description of route schedule and stop locations are required.
 - i. The shared parking plan shall describe usage of off-site parking for specified for the following time periods:
 - 1. Monday to Friday 8 AM to 5 PM.
 - 2. Monday to Friday 5 PM to 12:00 AM
 - 3. Monday to Friday 12 AM to 8AM
 - 4. Saturday to Sunday 8 AM to 5 PM
 - 5. Saturday to Sunday 5 PM to 12 AM

6. Saturday to Sunday 12 AM to 8 AM

- (4) On-street parking.
 - (a) Except as otherwise allowed in this Chapter, on-street parking spaces are not allowed to be used to satisfy off-street parking requirements.
 - (b) The Town Manager or their designee may approve on-street parking spaces within one-hundred (100) feet of the subject property to count towards required off-street parking.
- (5) Vehicle Stacking. Nonresidential uses that provide drive-through facilities are required to provide spaces for vehicles waiting in line.
 - (a) Stacking spaces shall be a separate aisle from parking lot circulation.
 - (b) Stacking spaces shall be located in a manner that prevents any stacked vehicle from extending onto the public right-of-way, interfering with pedestrian and vehicle circulation, or preventing ingress to or egress from the property.
 - (c) Required stacking spaces shall be a minimum nine (9) feet wide and twenty (20) feet in length.
 - (d) Drive-through aisles shall be distinctively marked or delineated.
 - (e) Stacking spaces shall not count towards the minimum required parking spaces.
- (6) Parking plan requirements. In instances where a Site Plan is required, the submittal shall include details of all proposed parking facilities. The Site Plan must contain the following information:
 - (a) Parking spaces shall be sized and designed in accordance with standard Town specifications and shall be a minimum of eight (8) feet by twenty (20) feet in size. The parking space size may be modified to provide parking for alternative modes of transportation with approval from the Town Manager or their designee.
 - (b) Site Plan shall provide sufficient off-street space to allow an automobile to enter, maneuver, and exit without backing onto any public street. Backing onto alleyways is permissible except where otherwise prohibited by plat note.
 - (c) The quantity and location of parking spaces, including drop off zones, electric vehicle charging spaces, stacking spaces, and drive-through circulation, as applicable.
 - (d) Type of surface materials and treatment for parking aisles and parking spaces.
 - (e) Traffic directional arrows, signage, and markings.
- (7) Bicycle parking.
 - (a) Bicycle parking as set forth in subsection 7-4-6(M)(7) shall be required for all nonresidential uses, fourplex dwellings, and multiple family dwellings.
 - (i) A minimum of two (2) bicycle spaces or the quantity of bicycle spaces equivalent to ten (10) percent of required parking spaces shall be provided when either of the following circumstances are met:
 - a. The property is located within 2,000 feet of the Uncompahgre RiverWay Trail or other designated trails.
 - b. The property is located within 2,000 feet of a transit station or designated transit bus.
 - (ii) For all other locations, bicycle parking is optional and may be used to reduce the required number of parking spaces.
 - (b) Design Standards.
 - (i) The required bicycle rack type shall be able to support two (2) bicycle parking spaces.

- (ii) Parking for bicycles shall be provided on-site, and bicycle parking areas shall be located as near to the building or facility entrance as possible but not more than one hundred (100) feet away and shall not interfere with pedestrian or vehicular traffic.
 - (iii) When applicable, bicycle parking areas should utilize already existing weather protected areas such as building overhangs.
 - (iv) If bicycle and automobile parking areas or accessways abut each other, a physical barrier between the bicycle parking area and the automobile parking or drive areas shall be provided to prevent the possibility of bicycle-motor vehicle collisions.
- (8) Electric Vehicle Parking. Electric vehicle parking shall be provided for all new developments.
- (a) Electric vehicle parking may count towards the required off-street parking space at a rate of one-to-one.
 - (b) Electric vehicle supply equipment (EVSE) The installation of EVSE shall meet the National Electrical Code. Equipment mounted on pedestals, lighting posts, bollards, or other devices for on-street charging stations shall be designed and located as to not impede pedestrian or vehicle travel or create hazards within the right-of-way.
 - (c) Any new development with fifteen (15) or more required parking spaces shall provide EV-Ready spaces pursuant to table T-4.6, EV Parking Required, below. EV Ready spaces have the electrical capacity necessary to accommodate the future hardwire installation of Level-2 electric vehicle charging stations.

Table T-4.6 EV Parking Required.

Designated parking spaces for project	Number of EV-ready spaces required.
15 to 35	1
36 to 65	2
66 to 90	3
91+	3, plus 1 space per 25 additional provided spaces.

- (d) Electric vehicle spaces not provided at time of site plan approval shall pay a fee-in-lieu for each required electric vehicle parking space. The fee for each required electric vehicle space is established, pursuant to the Town's adopted fee schedule.
- (9) Parking reductions. The purpose of the parking reductions is to provide further flexibility to developments, redistribute the required parking, and support transportation alternatives amongst the Town.
- (a) Parking reductions overall. The Town Manager or their designee may grant a parking reduction up to fifty (50) percent of the required parking spaces.
 - (i) Parking reductions may only be granted if the proposed reduction will not result in spillover parking into public roads and will not adversely affect traffic circulation.
 - (ii) Only the following parking reductions may be allowed unless otherwise permitted by this code.
 - a. One (1) vehicular space for every two (2) bicycle parking spaces in addition to required bicycle parking.
 - b. The Town Manager or their designee may reduce the number of required off-street parking spaces on property located within 500 feet of a transit bus stop with a headway of one-hour or less.
 - c. One (1) vehicular parking space for every two (2) motorcycle spaces.

- d. The Town Manager or their designee may reduce the number of required off-street parking spaces for existing buildings that are designated historic locations or have existed greater than or equal 75 years by up to fifty (50) percent.
 - i. The building(s) may not be drastically renovated so that its building character is no longer like the original structure to qualify for the parking reduction.
- (b) Parking standards for zoning districts. The following sections set forth standards that are applicable to specific zoning districts and apply in addition to all standards and provisions of this Section.
 - (i) Parking standards specific to the DS District. Businesses shall be credited with half parking space for every designated on-street parking space adjacent to the business and in accordance with Town specifications. No parking shall be allowed on alleys or on Highway 62 (Sherman Street).
 - (ii) Parking standards specific to the HR District. Single-family and duplex dwelling uses may utilize on-street parking to meet all parking requirements without a shared parking plan.
 - (iii) Parking standards specific to the MR District.
 - a. Parking shall be sited to provide the least visual impact from public rights-of-way and shall not dominate the front yard of any lot or parcel.
 - b. An area used for bike racks and parking of other nonmotorized vehicles, shall be located no more than fifty (50) feet from the main entrance to the primary building(s) and shall provide a logical connection to onsite non-motorized access routes.
 - (iv) Parking standards specific to the HB District.
 - a. Nonresidential uses have no minimum parking requirement.
 - b. All proposed parking spaces shall only be accessed from an alley.
 - c. A minimum of two (2) off-street parking spaces shall be provided for residential uses.
 - d. For residential uses requiring more than two (2) spaces, a fee-in-lieu of providing these spaces may be paid at a rate of \$6,000.00 per space not provided on-site.
 - i. The monetary payment(s) shall be used to fund the acquisition or construction of public parking facilities to serve the Historic Business Zoning District. The use of these funds shall be at the sole discretion of the Town.
 - (v) Parking standards specific to the Limited Industrial (LI) and General Industrial (GI) Districts. Parking and storage is not allowed in the front or side setbacks along any street.
- (10) Accessible Parking Spaces.
 - (a) For all uses other than single-family or duplex dwellings, accessible parking spaces shall be provided at the minimum rate consistent with Table T-4.6, Accessible Parking Requirements.
 - (b) The accessible parking shall be provided on-site.
 - (c) At least one (1) van accessible space shall be provided for every six (6) accessible spaces required.
 - (d) Accessible parking spaces shall otherwise comply with the American with Disabilities Act.

Table T-4.6 Accessible Parking Required.

Total Number of Off-Street Spaces Provided	Number of Accessible Spaces
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2% of total spaces required
>1,000	20 plus 1 for each 100 over 100