

**TOWN OF MEAD, COLORADO  
ORDINANCE NO. 1037**

**AN ORDINANCE OF THE TOWN OF MEAD, COLORADO,  
AMENDING SECTION 16-2-90 OF THE MEAD MUNICIPAL CODE REGARDING  
RESIDENTIAL PARKING REQUIREMENTS**

**WHEREAS**, in accordance with Section 16-3-160 of the Town of Mead Municipal Code ("MMC"), an amendment to the text of Chapter 16 of the MMC may be initiated by Town Staff, reviewed and considered by the Board of Trustees at a public hearing, and enacted by ordinance; and

**WHEREAS**, Town Staff has proposed to amend the Town's parking regulations- MMC Section 16-2-90- as shown in **Exhibit A**, attached to this Ordinance (the "Amendment"), to clarify and modernize parking requirements for residential areas; and

**WHEREAS**, in accordance with applicable requirements of the MMC, the Town Clerk has caused a notice of the Board of Trustees public hearing, regarding the Amendment, to be published, no later than fifteen (15) days prior to the public hearing, in a newspaper of general circulation; and

**WHEREAS**, the Board of Trustees considered the Amendment at a duly noticed public hearing on October 9, 2023, which was continued from the May, 30, 2023 public hearing; and

**WHEREAS**, the Board of Trustees desires to adopt the Amendment as further set forth herein and finds that the Amendment is in the best interest of the health, safety, and welfare of the public.

**NOW THEREFORE, BE IT ORDAINED** by the Board of Trustees of the Town of Mead, Weld County, Colorado, that:

**Section 1. Recitals incorporated.** The recitals contained above are incorporated herein by reference and are adopted as findings and determinations of the Board of Trustees.

**Section 2. Amendment.** The Amendment is hereby adopted as set forth in Exhibit A, attached hereto and incorporated herein.

**Section 3. Effective Date.** This ordinance shall be published and become effective as provided by law.

**Section 4. Remaining Provisions.** Except as specifically amended hereby, all other provisions of the Mead Municipal Code shall continue in full force and effect.

**Section 5. Codification Amendments.** The codifier of Mead's Municipal Code is hereby authorized to make such numerical, technical and formatting changes as may be necessary to incorporate the provisions of this ordinance within the Mead Municipal Code.

**Section 6. Severability.** If any part, section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining sections of the ordinance. The Board of Trustees hereby declares that it would have passed the ordinance including each part, section, subsection, sentence, clause or phrase thereof, irrespective of the fact that one or more part, section, subsection, sentence, clause or phrase is declared invalid.


**Section 7. Repealer.** All ordinances or resolutions, or parts thereof, in conflict with this ordinance are hereby repealed, provided that such repealer shall not repeal the repealer clauses of such ordinance nor revive any ordinance thereby.


**Section 8. Certification.** The Town Clerk shall certify the passage of this ordinance and make not less than one copy of the adopted Code available for inspection by the public during regular business hours.

**INTRODUCED, READ, PASSED, AND ADOPTED THIS 9<sup>th</sup> DAY OF OCTOBER, 2023.**

**ATTEST:**

**TOWN OF MEAD:**

By:   
Mary E. Strutt, MMC, Town Clerk



By:   
Colleen G. Whitlow, Mayor

**EXHIBIT A**

Amendment – Mead Municipal Code Section 16-2-90 – Parking

[To begin on the next page. Additions to are shown underlined and deletions in strike-through.]

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## Sec. 16-2-90. Parking.

- (a) Intent. The intent of this Section is to provide adequate parking for motor vehicles while minimizing the visual impact of parking lots and structures.
- (b) General provisions.
  - (1) In all zone districts, off-street parking facilities for the storage of self-propelled motor vehicles for the use of occupants, employees and patrons of the building or structures hereafter erected, altered or extended shall be provided and maintained as herein prescribed.
  - (2) Surface. All parking and driveway areas and primary access to parking facilities shall be surfaced with asphalt, concrete or similar materials.
  - (3) Integrate parking lots with surroundings. Parking lots shall not dominate the frontage of pedestrian-oriented streets, interfere with designated pedestrian routes, or negatively impact surrounding neighborhoods. The pedestrian character of streets and buildings shall be maximized through continuity of buildings and landscape frontage.
  - (4) Location. Parking lots shall be located to the rear or side of buildings or in the interior of a block whenever possible.
  - (5) Landscaping. Parking lots shall be landscaped, screened and buffered as provided in this Article.
  - (6) Shared access. Where feasible, parking lots shall share access drives with adjacent property with similar land uses.
  - (7) Off-street parking design. Any off-street parking area shall be designed so that vehicles may exit without backing onto a public street unless no other practical alternative is available. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way or sidewalks or strike against or damage any wall, vegetation, utility or other structure.
  - (8) Circulation area design. Circulation areas shall be designed to facilitate the safe movement of vehicles without posing a danger to pedestrians or impeding the function of the parking area.
  - (9) Lighting. All parking area lighting shall be full downcast cutoff-type fixtures. Any light used to illuminate parking areas or for any other purpose shall be so arranged as to reflect the light away from nearby residential properties and away from the vision of passing motorists.
  - (10) Shared off-street parking. When there are opportunities to support parking demand through shared off-street parking for compatible uses (such as a movie theater and an office building), a parking study (the "Shared Parking Report," published by the Urban Land Institute) shall be used as a guideline in the estimation of parking demand and shared parking agreements, filed with the Town and recorded at the County, shall be used to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements. Parking lot interconnections shall be provided to allow vehicles to travel among adjacent properties without having to enter onto and re-exit from street frontage, so that traffic flow is more evenly dispersed. Cross-access easements or other similar recordable mechanisms must be employed to ensure compliance with this policy.
  - (11) Adjacent on-street parking in DMU, GC and Mixed-Use districts. In order to promote a pedestrian scale and encourage a perception of safety in the DMU, General Commercial and Mixed Use Districts, parking may be satisfied using adjacent on-street parking or shared rear-lot parking areas. A parking study and shared parking agreements shall be used to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements.

- (c) Paved off-street parking requirements. Paved off-street parking shall be provided according to the minimum requirements as specified below. Where a proposed use is not indicated, the Town Manager will consult parking standards identified by the Institute of Traffic Engineers (ITE) or similar source to determine requirements.

**Table 2.1 Parking Requirements**

| <b>Land Use</b>                    | <b>Required Minimum Parking<br/>(Must be out of rights-of-way)</b>   |
|------------------------------------|--|
| Single-family detached             | 2 <del>parking</del> enclosed spaces per unit. A minimum of one (1) parking space per unit shall be enclosed in a garage.  |
| Single-family attached             | 2 parking spaces per unit for units with up to 2 bedrooms; minimum of 1 enclosed 3 parking spaces per unit for units with up to 3 bedrooms; at least, plus 1 guest parking space shall be provided for every per 3-five (5) dwelling units.<br>(If units with 3 bedrooms or more are planned, staff may require a parking study to determine additional parking requirements, if any.) |
| (Multi-Family) Apartment dwellings | 1 enclosed space per bedroom, up to 2 per unit<br>1.5 parking spaces per unit for Efficiency, Studio, and 1-bedroom units;<br>2 parking spaces per unit for 2-bedroom units;<br>3 parking spaces per unit for 3 or more-bedroom units.<br>At least 1 guest parking space shall be provided for every five (5) dwelling units.  |
| Accessory dwelling units           | 1 space per bedroom, up to 2 per unit (Parking requirements can be met by spaces located in garages, driveways, or on-street.)<br>2 parking spaces per unit.<br>On-street parking may be counted for up to 50% of the required parking spaces.   |
| Retail                             | 1 space for every 350 square feet of gross floor area*   |
| Office/business uses               | 1 space for every 500 square feet of gross floor area*   |
| Institutional/churches             | 1 space for every 6 seats. On-street available parking shall not be used to satisfy this requirement.  |
| Business park/industrial           | 1 space each for the maximum number of employees present at any 1 time*  |

\* Off-street parking for commercial uses shall be sufficient to provide parking for employees of all proposed uses as well as long-term customer parking. Additional spaces may be required by the Town. Spaces reserved for employees shall be designated as such by means of striping and signage. Parking shall be located at the rear and sides of buildings to the greatest extent possible and screened from the view of streets. Required parking in the DMU and GC districts can be met with on-street and shared parking.

- (1) Barrier Curbs. Barrier curbs shall be employed for all perimeters of and islands in parking lots, as well as for all service drives, drive-up/drive-through lanes, loading dock areas and the equivalent. Mountable curbs shall be prohibited. Relief from this provision may be considered for rear yard parking facilities in industrial zoning districts or for hardship cases, such as projects where barrier curb installation would conflict with drainage requirements or cause other problems. Depressed curbs for all driveway and sidewalk installations shall be provided by the pour-in-place method and shall not be saw-cut.
- (2) Fire lanes. A twenty-five-foot wide fire lane shall be provided within parking lots to provide adequate access for emergency vehicles. Said lane shall be capable of supporting a seventy-five-thousand-pound vehicle.
- (3) Industrial parking. A strip of land at least twenty five (25) feet in width shall be preserved between a roadway and any parking lots established on the property to service the industrial use. This strip of land shall be landscaped in accordance with the provisions of this code.

(d) Location of spaces.

- (1) Off-street parking facilities for residential uses shall be provided and located on the same lot as the building they are intended to serve.
- (2) Off-street parking areas intended for residential guest parking in single-family attached and multifamily dwelling unit projects shall be provided. These shall be located a minimum of thirty (30) feet from any adjacent right-of-way and shall not be placed in the required minimum side or rear yard areas of any dwelling unit. The amount of guest parking spaces to be provided shall be one (1) space per ~~three~~ five (5) dwelling units. Additional parking fees may only be charged for parking spaces that are covered or enclosed in a garage. Any surface parking spaces that are provided shall be included as part of the sale, lease, or rent, without an additional or separate parking fee.
- (3) Required off-street parking in residential zones shall not lie within the front yard setback nor within any required side yard setback adjacent to a street. (Driveway spaces within these setbacks cannot be counted for required off-street parking.)
  - a. The location of required off-street parking facilities for other than residential uses shall be within seven hundred (700) feet of the building they are intended to serve when measured from the nearest point of the building or structure. The Town encourages location of parking areas to the rear or side of the building.
  - b. ~~Except within a three-car garage, tandem parking~~ spaces may is not allowed to meet count toward the required off-street parking requirements if the tandem parking space is enclosed within a garage, or in the driveway located in front of the garage, that is provided for that same dwelling unit. Such tandem parking spaces must comply with all parking space size and dimensional requirements as required by these parking standards.
  - c. Garages or required off-street parking spaces shall be set back thirty (30) feet from the back of the sidewalk, or in the case where no sidewalk is constructed, thirty (30) feet from the ROW adjacent to arterials and twenty-five (25) feet from other roadways.

(e) Handicap parking spaces.

- (1) Handicap parking spaces shall be required for all retail, office, business, industrial and institutional uses, as well as multi-family units.
- (2) Handicap parking spaces shall be designated as being for the handicapped with painted symbols and standard identification signs.
- (3) Handicap parking spaces shall be located as close as possible to the nearest accessible building entrance.
- (4) Number of handicap parking spaces.

**Table 2.2 Parking Requirements for Persons with Disabilities**

| <b>Total Parking Spaces in Lot</b> | <b>Minimum Required Number of Handicap Parking Spaces</b> |
|------------------------------------|---|
| 1—25                               | 1   |
| 26—50                              | 2   |
| 51—75                              | 3   |
| 76—100                             | 4   |
| 101—150                            | 5   |

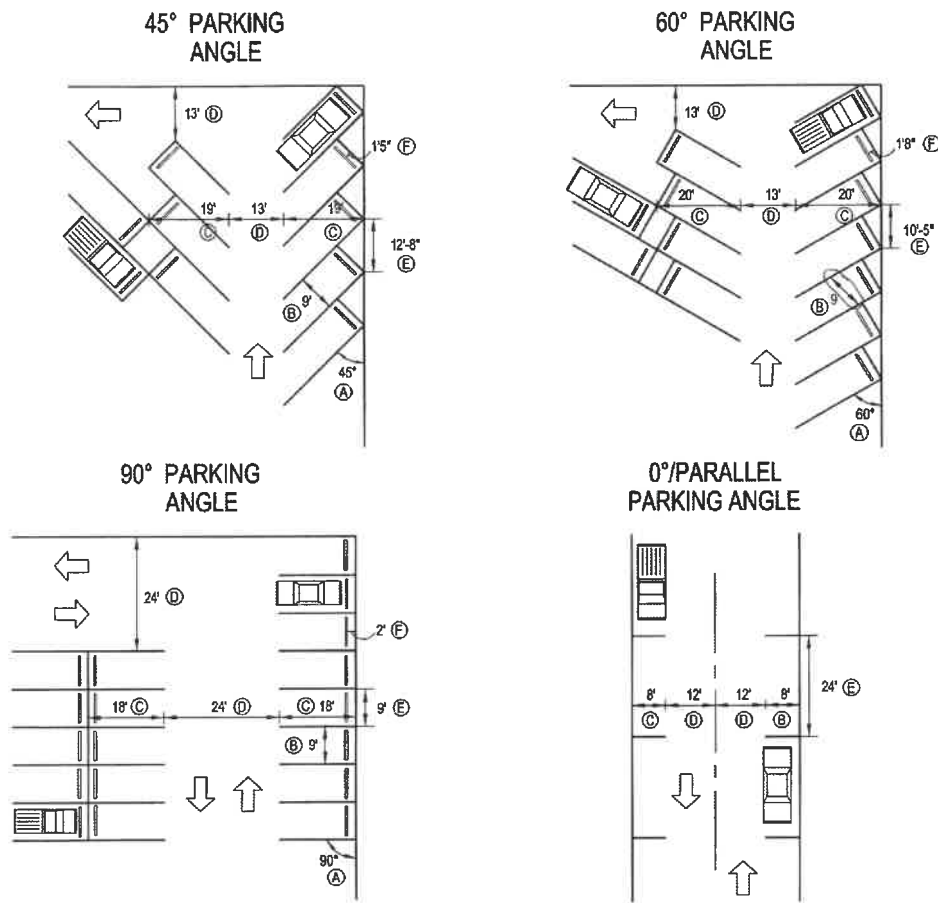
|                |                                    |
|----------------|------------------------------------|
| 151—200        | 6                                  |
| 201—300        | 7                                  |
| 301—400        | 8                                  |
| 401—500        | 9                                  |
| 501—1,000      | 2% of total                        |
| 1,001 and over | 20 plus 1 for every 100 over 1,000 |

For every eight (8) handicap parking spaces there must be at least one (1) van-accessible space. If there is only one (1) handicap parking space, that space must be van-accessible.

- (f) Handicap parking space dimensions.
  - (1) Parking spaces must be eight (8) feet by eighteen (18) feet with a five-foot wide access aisle.
  - (2) Van-accessible spaces must be eight (8) feet by eighteen (18) feet with an eight-foot wide access aisle.
  - (3) Parking spaces for the physically handicapped that are parallel to a pedestrian walk which is handicap accessible may have the same dimensions as those for standard vehicles.
- (g) Parking stall dimensions. Parking stalls for automobiles shall meet the following standards. All dimensions represent the minimum requirement for any required parking space.

**Table 2.3 Parking Stall Dimensions**

| <i>Parking Angle (A)</i> | <i>Stall Width (B)</i> | <i>Stall to Curb (C)</i> | <i>Aisle Width (D)</i> | <i>Curb Length (E)</i> | <i>Overhang (F)</i> |
|--------------------------|------------------------|--------------------------|------------------------|------------------------|---------------------|
| 45 Degrees               | 9'                     | 19'                      | 13'                    | 12' 8"                 | 1' 5"               |
| 60 Degrees               | 9'                     | 20'                      | 18'                    | 10' 5"                 | 1' 8"               |
| 90 Degrees               | 9'                     | 18'                      | 24'                    | 9'                     | 2'                  |
| 0 Degrees (parallel)     | 8'                     | 8'                       | 12'                    | 24'                    | 0'                  |



**Figure 2.5 Parking Dimensions**

- (h) Bicycle parking spaces. Commercial, industrial, civic, employment, [single-family attached](#), multi-family and recreational uses shall provide bicycle facilities to meet the following standards:
- (1) A minimum number of bicycle parking spaces shall be provided, equal in number to two percent (2%) of the total number of automobile parking spaces provided by the development, but not less than one (1) space.
  - (2) For convenience and security, bicycle parking facilities shall be located near building entrances. Within Old Town commercial areas, however, a grouping of spaces shall be utilized as directed by the Town.
  - (3) Bicycle parking facilities shall be designed to allow the bicycle frame and both wheels to be securely locked to a parking structure which is permanently attached to the pavement.
  - (4) Bicycle parking facilities shall be located so as not to interfere with pedestrian traffic or access to buildings.

(Ord. 653 §1, 2009; Ord. 889 §§3, 4, 2019; Ord. No. 936 , §5(Exh. A), 2020)



## Mead Parking Code Amendment Summary Table

|                               | <b>Mead (Existing Regulations)</b>   | <b>Mead (Proposed Regulations)</b>   |
|-------------------------------|--|--|
| <b>Multi-Family</b>           | <p>1 enclosed space per bedroom, up to 2 per unit</p>  | <p>1.5 parking spaces per unit (Efficiency, Studio, and 1-bedroom units)</p> <p>2 parking spaces per unit (2-bedroom units)</p> <p>3 parking spaces per unit (3 or more bedroom units)</p> <p>At least 1 guest parking space shall be provided for every 5 dwelling units.</p> <p>The property owner/manager may only charge an additional parking fee for parking spaced that are covered, or enclosed, or for garage parking spaces.</p> |
| <b>Single-Family Attached</b> | <p>2 Parking spaces per unit, minimum of 1 enclosed, plus 1 guest space per 3 dwelling units (if units with 3 bedrooms or more are planned, staff may require a parking study to determine additional parking requirements if any)</p> | <p>2 parking spaces per unit (up to 2-bedroom units)</p> <p>3 parking spaces per unit (for 3 or more bedroom units)</p> <p>At least 1 guest space shall be provided for every 5 dwelling units.</p> <p>The property owner/manager may only charge an additional parking fee for parking spaced that are covered, or enclosed, or for garage parking spaces.</p>  |
| <b>Single-Family Detached</b> | <p>2 enclosed spaces per unit</p>  | <p>2 parking spaces per unit</p> <p>A minimum of 1 parking space per dwelling unit shall be enclosed in a garage.</p>  |
| <b>Tandem Parking</b>         | <p>Except within a three-car garage</p>  | <p>Tandem parking spaces may count towards the requirements of this code if the tandem parking space is located within a garage, or in the driveway located in front of the garage, that is provided for that same dwelling unit.</p>  |
| <b>Accessory Dwellings</b>    | <p>1 space per bedroom, up to 2 per unit (parking requirements can be met by spaces located in garages, driveways, or on-street)</p>   | <p>2 parking space per unit.</p> <p>On street parking may be counted for up to 50% of the required parking spaces.</p>   |

**Peer Community Parking Regulations Comparison Spreadsheet**

|                               | <b>Mead (Existing Regulations)</b>   | <b>Mead (Proposed Regulations)</b>  | <b>Firestone</b>   | <b>Longmont</b>   | <b>Johnstown</b>                    | <b>Loveland</b>  | <b>Erie</b>  | <b>Windor</b>  |
|-------------------------------|--|---|--|---|-------------------------------------|--|--|--|
| <b>Multi-Family</b>           | <p>1.5 parking spaces per unit (Efficiency, Studio, and 1-bedroom units)</p> <p>2 parking spaces per unit (2-bedroom units)</p> <p>3 parking spaces per unit (3 or more bedroom units)</p> <p>At least 1 guest parking space shall be provided for every 5 dwelling units.</p> <p>The property owner/manager may only charge an additional parking fee for parking spaces that are covered, or enclosed, or for garage parking spaces.</p> | <p>1.5 parking spaces per unit (Efficiency, Studio, or 1-bedroom)</p> <p>2 spaces: 2-bedrooms</p> <p>2.25 spaces: 3-bedrooms</p> <p>3 spaces: 4 + bedrooms</p> <p>Only those parking spaces included as part of the rent count toward parking requirements.</p>   | <p>1.5 spaces: Efficiency, Studio, or 1-bedroom</p> <p>2 spaces: 2 + bedrooms</p> <p>+1 guest space per 3 dwelling units</p> | <p>1.75 spaces: Efficiency or 1-bedroom</p> <p>2 spaces: 2-bedrooms</p> <p>2.25 spaces: 3-bedrooms</p> <p>3 spaces: 4 + bedrooms</p> <p>Only those parking spaces included as part of the rent count toward parking requirements.</p> | <p>1.5 spaces per dwelling unit</p> | <p>1 space: Studio</p> <p>1.5 spaces: 1-bedroom</p> <p>2 spaces: 2 + bedrooms</p> <p>+5% of total spaces for guest parking</p> | <p>1.5 spaces: Efficiency, Studio, or 1-bedroom</p> <p>2 spaces: 2 + bedrooms</p> <p>+1 guest space per 3 dwelling units</p> | <p>1.5 spaces: Studio or 1-bedroom</p> <p>1.75 spaces: 2-bedrooms</p> <p>2 spaces: 3-bedrooms</p> <p>3 spaces: 4+ Bedrooms</p> |
| <b>Single-Family Attached</b> | <p>2 Parking spaces per unit, minimum of 1 enclosed, plus 1 guest space per 3 dwelling units (if units with 3 bedrooms or more are planned, staff may require a parking study to determine additional parking requirements if any)</p>   | <p>2 parking spaces per unit (up to 2-bedroom units)</p> <p>3 parking spaces per unit (for 3 or more bedroom units)</p> <p>At least 1 guest space shall be provided for every 5 dwelling units.</p> <p>The property owner/manager may only charge an additional parking fee for parking spaces that are covered, or enclosed, or for garage parking spaces.</p> | <p>2 spaces per dwelling unit</p> <p>+1 guest parking space for every 3 dwelling units</p>                                   | <p>2 spaces per dwelling unit.</p>  | <p>2 spaces per dwelling unit</p>   | <p>2 spaces per dwelling unit</p> <p>+5% for guest parking</p>   | <p>2 spaces per dwelling unit</p> <p>+1 guest parking space for every 3 dwelling units</p>                                   | <p>2 spaces per dwelling unit</p>  |
| <b>Single-Family Detached</b> | <p>2 enclosed spaces per unit</p>  | <p>2 parking spaces per unit</p> <p>A minimum of 1 parking space per dwelling unit shall be enclosed in a garage.</p>   | <p>2 spaces per dwelling unit</p>  | <p>2 spaces per dwelling unit.</p>  | <p>2 spaces per dwelling unit</p>   | <p>2 spaces per dwelling unit</p>  | <p>2 spaces per dwelling unit</p>  | <p>2 spaces per dwelling unit</p>  |
| <b>Tandem Parking</b>         | <p>Except within a three-car garage</p>  | <p>Tandem parking spaces may count towards the requirements of this code if the tandem parking space is located within a garage, or in the driveway located in front of the garage, that is provided for that same dwelling unit.</p>   |  |   |                                     | <p>Only tandem parking spaces in front of a garage are counted toward requirements.</p>  |  |  |
| <b>Accessory Dwellings</b>    | <p>1 space per bedroom, up to 2 per unit (parking requirements can be met by spaces located in garages, driveways, or on-street)</p>   | <p>2 parking space per unit.</p> <p>On street parking may be counted for up to 50% of the required parking spaces.</p>  |  | <p>Minimum: 1 Space</p> <p>Maximum: 2 Spaces</p>  |                                     |  |  |  |