

4.15 CENTRAL CORE OVERLAY DISTRICT (CC)

4.15.1 Purpose.

The purpose of the CC District is to recognize the built character of the central established downtown area of Hailey, encourage economic development, conserve building resources and enhance the district with increased pedestrian orientation, by modifying the parking requirements for all uses to better respond to the unique conditions and circumstances of the district, all in accordance with the Comprehensive Plan, for the desirable future development of the City of Hailey.

4.15.2 Establishment of the Central Core Overlay District.

The CC District is hereby established for all properties lying within area described as Lots 11 through 20 of Blocks 28, 33 and 40, Lots 1-10 of Blocks 29 and 32, Hailey Townsite, and Bullion Square Condominiums.

4.15.3 General Application.

The CC District shall be an overlay district and sets forth parking requirements for uses located within the District. Where the parking regulations specified in this Section differ from corresponding regulations specified in Article IX of this Ordinance, the requirements of this Section shall apply and control. All other bulk and use requirements of the underlying zoning district shall govern.

4.15.4 Parking requirements.

Certain parking requirements set forth in Article IX of this Ordinance may be modified as follows for all properties and uses within the CC District:

Location of Parking Spaces. (Section 9.2.1)

Off-street parking spaces for non-residential uses shall be located not more than 1200 feet from the principal use and must be located within a B or LB zoning district.

Credit for parking spaces by improving City right-of-way. (Section 9.2.3)

Non-residential uses may improve City right-of-way within 2000 feet of the property on which the use is located and may be credited with the parking spaces created by that improvement, subject to the following requirements.

- a. Improvements for parking spaces to be credited to a property will be in accordance with adopted City Standards and will be constructed according to engineered drawings for the right-of-way. Sufficient space, exclusive of travel lanes, for the planned parking within the right-of-way must exist. These improvements may include concrete curb, gutter and sidewalk, asphalt paving, storm drainage, street trees including irrigation, ornamental lamps, benches, trash receptacles or other street furniture, parking striping or any other improvement considered necessary or appropriate to the district and surrounding uses by the Administrator or the Commission.
- b. No parking area within any City right-of-way shall be held or used for exclusive parking for any property owner. The right-of-way shall be open to use by the public. At the

direction of the Council, the right-of-way improved may be posted for short-term parking only.

- c. Credit shall also be given for those improvements installed as a portion of a Local Improvement District which assessed the subject property.
- d. No angle-in parking shall be developed in any right-of-way less than 50' from the center line to the property line.
- e. No parking is permitted in any public or private travel lane. Lane widths are as established in City Standards.
- f. Improvements shall be located within or adjacent to the Business, Limited Business or Transitional Districts, unless no location within 2000 feet is found to be feasible for such improvements.
- g. Credit for parking spaces for right-of-way improvements within 2000 feet, but not directly contiguous to the subject property, may be given for 100% of the total required number of parking spaces for any development.

Parking Space Requirements. (Section 9.4)

The minimum number of parking spaces which shall be provided by the given use set forth in Section 9.4 may be reduced by 25%. Where the calculation of parking spaces results in a fraction, the required parking shall be rounded down to the nearest whole number.