C: Dir., Department of Planning and Community Development

City of NORFOLK

To the Honorable Council
City of Norfolk, Virginia

March 25, 2014

From: George M. Homewood, AICP CFM, Planning Director

Subject: **New City-wide Off-Street Parking requirements**

Reviewed: Ronald H. Williams, Jr., Assistant City Manager

Ward/Superward: N/A

Approved: Marcus D. Jones, City Manager

Item Number: **PH-5**

I. **Staff Recommendation:** **Approval**.

II. **Commission Action:** By a vote of **7 to 0**, the Planning Commission recommends **Approval.**

III. **Request:** Text amendment to modify the *Zoning Ordinance* for the purpose of adopting new citywide parking and loading requirements for motor vehicles and bicycles.

IV. **Applicant:** **City Planning Commission**

V. **Description**

- This amendment adopts parking standards that are more aligned with the built urban form, by utilizing the Character Districts adopted within *plaNorfolk2030*.
- The proposed amendments incorporate recent detailed research into parking and loading requirements and includes new requirements for bicycle parking.
- The amendments generally reduce the required off-street parking for commercial uses and will improve the business climate of the City as a result.
- The amendments recognize several best practices in regards to parking among similar-sized cities with access to transit:
  - Maximum parking requirements
  - Bicycle parking requirements
- The amendments also replace the current Chapter 15.
  - This ordinance also amends Chapters 2, 8, 9, 10, 13, and 25 where parking is referenced.

Staff point of contact: Matthew Simons at 664-4750, matthew.simons@norfolk.gov

Attachments:

- Staff Report to CPC dated February 27, 2014 with attachments
- Proponents and Opponents
- Ordinance

City of NORFOLK

To the City Planning Commission
City of Norfolk, Virginia

February 27, 2014

From: Matthew Simons, City Planner II

Subject: Zoning Text Amendment to repeal Chapter 15, "Off-Street Parking and Loading," of the *Zoning Ordinance* and adopt a new Parking chapter, and to amend Chapters 2, 4, 8, 9, 10, 13, and 25 in order to update the parking standards for automobiles and bicycles citywide.

Reviewed: Leonard M. Newcomb III, Land Use Services Manager

Ward/Superward: Citywide

Approved:

_____

George M. Homewood, AICP CFM, Planning Director

Item Number:

I. **Recommendation:** Staff recommends approval, based on the incorporation of more realistic parking standards and the potential to improve the economic climate of the City.

II. **Applicant:** **City Planning Commission**

III. **Description**

Text amendment to modify the *Zoning Ordinance* for the purpose of adopting new citywide parking and loading requirements for motor vehicles and bicycles.

IV. **Background**

- In 2005, City Council passed a Resolution to "adopt a parking policy to support a greater use of public transit," with an attached policy titled "Transit Oriented Downtown Parking Policy" (Resolution 1,289).
    - One of the policy goals within the Resolution encouraged "promotion of greater development density particularly near transit stations."
- This amendment also reflects City Council direction in 2011, to update regulations governing motor vehicle and bicycle parking, consistent with associated technical findings as provided by the Institution of Transportation Engineers (ITE) and the American Planning Association (APA).

V. Analysis

- The proposed amendment incorporates recent detailed research into parking and loading requirements and includes new requirements for bicycle parking.
    - The new research differentiates parking demand between transit-served and urban areas, where transportation modes are not entirely automobile-based, and suburban areas with far fewer mode choices.
- This amendment repeals the current Chapter 15, entitled "Off-Street Parking and Loading," and readopts a new Chapter 15, also entitled "Off-Street Parking and Loading."
    - This ordinance also amends Chapters 2, 8, 9, 10, 13, and 25 to provide coherent references throughout the *Zoning Ordinance*.

Plan Analysis

- The Identifying Land Use Strategies chapter of *plaNorfolk2030* includes an action calling for the City to establish parking standards within the Character Districts based on the most current research on parking by ITE and other organizations.
- The Enhancing Economic Vitality chapter of *plaNorfolk2030* includes an action calling for the City to evaluate the impact of city processes, including zoning, on doing business, and to modify those processes where appropriate.
- The Providing Transportation Options chapter of *plaNorfolk2030* includes an action calling for the City to revise the *Zoning Ordinance* to encourage bicycle travel by including provisions for bicycle parking in the design of new facilities.
    - The proposed changes to the *Zoning Ordinance* are consistent with these actions.
- Since 2004, several corridor and area plans have been adopted by Council, which specifically call for revisions to be made to the City's parking regulations:
    - *Five Points Community Streetscape Master Plan* (2004)
    - *Fort Norfolk District Conceptual Master Plan* (2005)
    - *Comprehensive Plan for the Military Highway Corridor* (2006)
    - *Downtown Norfolk 2020* (2009)
    - *Central Hampton Boulevard Area* Plan (2010)

Zoning Analysis

- This amendment adopts parking standards that are more aligned with the built urban form, building upon the recent adoption of Character Districts within *plaNorfolk2030*.
- This amendment recognizes several best practices in regards to parking among similar-sized cities with access to transit:
    - Maximum parking requirements
    - Bicycle parking requirements
- This amendment requires bicycle parking facilities to be provided for new development, or substantially reconstructed development, for the following land uses with respect to the Character Districts:
    - Multi-family dwellings
    - Commercial/Office
    - Public and civic uses

- This amendment provides for alternative parking standards for the following:
    - Valet parking
    - Shared parking
    - Compact vehicle parking
    - Land uses in close proximity to Light Rail Transit (LRT)
- This amendment allows for administrative approval of land uses that secure adequate Off-Lot Parking on nearby properties of permissible zoning for such land uses.
    - A Special Exception will be required for any Off-Lot Parking request located further than 500 feet off-site.
- This amendment provides a maximum parking requirement for all commercial zoning districts as follows:
    - 125% of the respective minimum.
        - Structured parking facilities do not count towards the maximum limitation.
        - Development will have the option to be exempt from the maximum parking provision by provided a percentage of additional landscaping to the site (125% of the minimum landscaping required) as a way of moderating the stormwater impacts of the added impervious surface.

VI. Financial Impact

- The City will see an increase in tax revenue through the rehabilitation of nonconforming structures that have remained vacant due to excessive parking requirements.
- Properties in close proximity to LRT become more valuable as new parking requirements decrease site constraints and promote transit-oriented development.
- Shared Parking promotes a mix of uses, which streamlines the efficiency of providing city services as well as maximizes property values.

VII. Environmental

- The new parking standards reflect the most current research regarding excessive impervious surfaces, storm water runoff, and the impacts of the urban heat island effect.
- These parking standards will also promote the following indirect benefits within the Traditional and Downtown Character Districts:
    - Walkability, livability, and environmental sustainability
    - Development inclusive of healthier modes of transport –bicycles, pedestrians
    - Promotes more infill development
    - Promotes the rehabilitation and adaptive reuse of nonconforming structures

- Parking lot landscaping provisions are not specified within this rewrite of Chapter 15, however research is concurrently underway for changes to the Landscaping chapter of the *Zoning Ordinance*, and such provisions will align with the new Parking chapter.

VIII. Community Outreach/Notification

- Notice was sent to the civic leagues by the Department of Communications on February 12.
- Legal notification was placed in *The Virginian-Pilot* on February 13 and 20.

IX. Coordination/Outreach

This request has been coordinated with the Department of Planning and Community Development, Department of Public Works, Recreation, Parks and Open Space, the Office of Economic Development, the Hampton Roads Chamber of Commerce, and the City Attorney's Office.

Supporting Material from the Department of Planning and Community Development:

Proposed Text

Proponents and Opponents

Proponents

Mary Miller – DNC
201 Granby Street, Ste 101
Norfolk, VA 23510

Thomas G. Johnson, III
440 Monticello Avenue, Ste 1700
Norfolk, VA 23510

Opponents

None

02/21/2014 tsv

Form and Correctness Approved: RAP

By _____
Office of the City Attorney

Contents Approved: M.S.

By _____
DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO AMEND AND REORDAIN ALL OF CHAPTER 15 AND PORTIONS OF SECTIONS 4-0, 10-15.5, AND 25-10 OF THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992, IN ORDER TO REVISE THE REGULATIONS FOR REQUIRED PARKING.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That the sections and tables in Chapter 15 and portions of sections 4, 10, and 25 of the Zoning Ordinance of the City of Norfolk, 1992 (as amended) that are specified hereinafter are hereby amended and reordained in the manner set forth below so as to revise and reorganize the regulations for required parking.

Section 2:- That Chapter 15, entitled "OFF-STREET PARKING AND LOADING," is hereby amended and reordained to include all new text and tables for the reasons stated above. The text and tables shall read as set forth in "Exhibit A," attached hereto.

Section 3:- That Section 4-0.9(a), entitled "Covered porches," is hereby amended and reordained for the reasons stated above. The text shall read as set forth in "Exhibit B," attached hereto.

Section 4:- That Section 10-15.5, entitled "Parking requirements," is hereby amended and reordained for the reasons stated above. The text shall read as set forth in "Exhibit C," attached hereto.

Section 5:- That Section 25-10.4, entitled "Off-lot parking," is hereby amended and reordained for the reasons stated above. The text shall read as set forth in "Exhibit D," attached hereto.

Section 6:- That Section 25-10.8(b), entitled "Traffic circulation requirements," is hereby amended and reordained by removing subsection (3) for the reasons stated above. The text shall read as set forth in "Exhibit E," attached hereto.

Section 7:- That Section 25-10.9, entitled "Tattoo parlor and

tattoo school," is hereby amended and reordained by removing subsection (c) for the reasons stated above.

Section 8:- That Section 25-10.10, entitled "Bed and breakfast," is hereby amended and reordained for the reasons stated above. The portion of the section to be amended is found in subsection (h) and the text of the amended portion shall read as set forth in "Exhibit F," attached hereto.

Section 9:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENTS:
Exhibit A (22 pages)
Exhibit B (1 page)
Exhibit C (1 page)
Exhibit D (1 page)
Exhibit E (1 page)
Exhibit F (1 page)

EXHIBIT A

CHAPTER 15: PARKING AND LOADING

15-0 Purpose

The purpose of this chapter is to reduce hazards to public safety and to ensure efficient traffic flow by establishing standards for motor vehicle parking, bicycle parking and loading areas. For the purpose of applying and enforcing this ordinance, "parking" shall refer to both motor vehicle parking and loading as well as parking for bicycles.

15-1 Applicability.

15-1.1 *General.* Except where expressly provided for otherwise, all uses in all zoning districts shall provide off-street parking as set forth in this chapter.

15-1.2 *Grandfathering of existing motor vehicle parking.*

(a) In order to encourage the reuse of existing buildings, any building serving a use which was lawfully established prior to March 3, 1992 shall be deemed to include one (1) parking space for each 250 square feet of gross area inside the building without regard to the number of parking spaces, if any, that actually exist on the site.

(b) All requirements and provisions of this chapter shall apply to such grandfathered uses, incorporating to the numerical adjustment set forth above.

(c) *Existing facilities.* Any improved portion of a zoning lot that has been used continuously to provide parking for a use which was lawfully established prior to March 3, 1992 shall not be reduced in area or dimension.

15-1.3 *Adjustments to general parking requirements.* Some zoning districts contain specific parking requirements that differ from those found in this chapter. In the event there is any conflict between the parking requirements set forth in the regulations of the applicable zoning district or overlay district and those found in this chapter, the regulations of the specific zoning district or overlay district shall apply.

15-2 General Provisions.

15-2.1 *Parking plan.* In the event that the zoning administrator determines that the evaluation of compliance with the parking requirements of this ordinance requires a parking plan, no new use may commence until a plan, drawn to scale and showing parking facilities and spaces, is provided and it has been determined that the parking provided is sufficient.

15-2.2 *Reserved for principal use*. Required parking spaces shall not be used for the storage or sale of merchandise, vehicles for sale, or vehicle repair. Spaces allocated for these activities shall be designated on a parking plan.

15-2.3 *Multiple uses on same zoning lot*. When computing the number of parking spaces required on a lot with more than one use, the total number of required spaces shall be the sum of the number of parking spaces required for each use evaluated individually, including any adjustments made under the alternative parking provisions of section 15-4.

15-2.4 *Residential garage*. For a single-family residential use in which one or more garage spaces are provided, all spaces located inside the garage shall only be considered to accommodate one (1) required motor vehicle parking space.

15-2.5 *Fractional spaces.* When determination of the number of parking or loading spaces required by this ordinance results in a fractional number, any fraction shall be rounded to the nearest whole number.

15-3 Motor Vehicle Parking Requirements.

15-3.1 *Minimum motor vehicle parking.*

(a) *General*. Every use shall include the number of motor vehicle parking spaces indicated under the classifications and formulae set forth in Table 15-A – Table of Minimum Parking Requirements, below. If a particular use is not specified on the table, then the number of spaces required shall be established by the zoning administrator.

(b) *Reduction for proximity to Light Rail Transit (LRT).* For any nonresidential use located within 1,500 feet of a LRT station, the required number of parking spaces determined under the general rule, above, shall be reduced by 25 percent (25%). This reduction shall not apply in Transit Oriented Development (TOD) zoning districts.

15-3.2 *Maximum motor vehicle parking.* In order to minimize the adverse impacts caused by improving large areas with impervious surfaces, including increased storm water run-off, urban heat island effects, and nonpoint source pollution, excess parking shall be limited as follows:

(a) *General limitation*. The total number of motor vehicle parking spaces serving a commercial use shall not exceed 125% of the minimum parking requirement, subject to the exemptions applicable in subsection (b), below.

(b) *Exemptions*. A commercial use shall be exempt from the general limitation set forth above if any of the following apply:

(1) Any spaces in excess of 125% of the minimum number required are located in a structured parking facility.

(2) An alternative landscape plan that provides additional pervious landscape surfaces and increases stormwater filtration has been reviewed and recommended by the Department of Recreation, Parks and Open Space and has been approved by the zoning administrator subject to the provisions of chapter 17, Landscape Plantings and Buffers .

15-3.3 *Handicap accessible parking*. Every use shall include the number of handicap accessible motor vehicle parking spaces set forth in Table 15-C – Table of Handicap Accessible Parking Requirements, below. The location and design of such spaces shall conform to the requirements of the Virginia Uniform Statewide Building Code.

15-4 Motor Vehicle Parking Design Standards.

15-4.1 *Locational standards for parking areas.*

(a) *Single-family dwellings*. For any single-family dwelling, motor vehicle parking and maneuvering areas shall not be located in any required yard adjacent to a public street except in an access/driveway that complies with the provisions of section 15-4.2(b). Any structure that projects into any required yard designed to shield or shelter a motor vehicle or otherwise shall comply with the requirements of section 4-0.9.

(b) *Uses other than single-family dwellings*. For all uses other than single-family dwellings, all surface motor vehicle parking and maneuvering areas shall be located as follows:

(1) *Suburban*. In the Suburban Character District, parking shall not be located in any required yard adjacent to a public street, any required buffer yard, or any open space.

(2) *Traditional*. In the Traditional Character District, the following standards must be met:

(A) No parking shall be located in any required buffer yard or any open space.

(B) Parking shall not be located in any required yard adjacent to a public street except when a wall, hedge, or decorative fence is located along the property line abutting the street which is not less than three (3) feet in height, screens the parking area, and defines the edge of the pedestrian corridor.

(3) *Downtown*. In the Downtown Character District, the following standards must be met:

(A) At least 50% of all required parking shall be located to the side or rear of buildings.

(B) No parking shall be located in any required buffer yard or any open space.

(C) Parking shall not be located in any required yard adjacent to a public street except when a wall, hedge, or decorative fence is located along the property line abutting the street which is not less than three (3) feet in height, screens the parking area, and defines the edge of the pedestrian corridor.

15-4.2 *Design standards for parking areas.*

(a) *Zoning certificate*. No parking area, driveway, or access shall be constructed or expanded except in accordance with a zoning certificate without regard to whether it is used to provide required parking spaces.

(b) *Single-family dwellings*. For any single-family dwelling, the following design standards for the parking area must be met:

(1) *Surfacing*. Surfacing of parking areas, driveways, and accesses shall be designed to maintain proper drainage, shall consist of an improved surface, and shall not include gravel, dirt, or sand.

(2) *Driveway or access.* Any improved hard surface used for parking or maneuvering a vehicle and which is located in any required yard abutting a public street shall be limited to a driveway or access installed generally perpendicular to the abutting street. The width and number of such driveways or accesses per zoning lot shall be limited as follows:

(A) On lots at least 100 feet wide:

(i) No more than two (2), with a maximum width of 20 feet each and located on separate streets; or

(ii) No more than two (2), with a maximum width of 20 feet each if located on the same street and separated by at least 50 feet of street frontage.

(B) On lots at least 75 feet wide but less than 100 feet wide:

(i) No more than two (2), with a maximum width of 20 feet each and located on separate streets; or

(ii) No more than two (2), with a maximum width of 10 feet each if located on the same street and separated by at least 25 feet of street frontage.

(C) On lots at least 40 feet wide but less than 75 feet wide:

(i) No more than one (1), with a maximum width of 20 feet;

(ii) No more than two (2), with a maximum width of 10 feet each and located on separate streets; or

(iii) No more than two (2), with a maximum width of 10 feet each if located on the same street and separated by at least 15 feet of street frontage.

(D) On lots at least 30 feet wide but less than 40 feet wide, no more than one (1), with a maximum width of 10 feet.

(E) On lots less than 30 feet wide:

(i) For a corner lot, no more than one (1), with a maximum width of 10 feet and located along the longest street frontage and not in the front yard.

(ii) For any lot other than a corner lot, no more than one (1), with a maximum width of 10 feet.

(3) *Additional restrictions for nonstandard-width parcels*. Notwithstanding the provisions regarding the permissible width and number of such driveways or accesses per zoning lot set forth in subsection (b)(2), above, a driveway or access may nevertheless be prohibited under section 4-0.15(c) of this ordinance.

(c) *Uses other than single-family dwellings*:

(1) *Surfacing*. Surfacing of parking areas, driveways, and accesses shall consist of an improved surface, shall be designed to maintain proper drainage, and shall be striped and maintained in accordance with the dimensional standards set forth in Figure 15-1 – Minimum Parking Dimensions, below.

(2) *Landscaping and screening*. Landscaping and screening of parking areas shall be provided in accordance with the requirements of chapter 17, Landscape Plantings and Buffers.

(3) *Lighting*. Whenever development activity on a lot requires site plan review and approval, all parking area lighting shall be provided in accordance with the requirements of chapter 26, Site Plan Review.

(4) *Dimensions of parking spaces*.

(A) All minimum requirements as to size, angle, and placement of parking spaces located on surface lots shall be as set forth in Figure 15-1, Minimum Parking Dimensions, below, unless alternative parking dimensions indicated on a parking plan designed and sealed by a professional engineer have been approved by the director of public works.

(B) The minimum dimensional requirements of parking spaces in a particular structured parking facility and shown on a parking plan designed and sealed by a professional engineer shall be established by the director of public works.

(C) Any parking area may include spaces designed for compact vehicles, subject to the following limitations:

(i) No more than 15% of the number of minimum required parking spaces may be satisfied by providing compact spaces.

(ii) Compact spaces must be located only at the ends of parking rows with no more than two (2) compact spaces placed side-by-side.

(iii) Each compact space shall be clearly identified with markings placed on the surface of the parking space and with a sign restricting it for compact vehicles only.

(5) *Stacking spaces.*

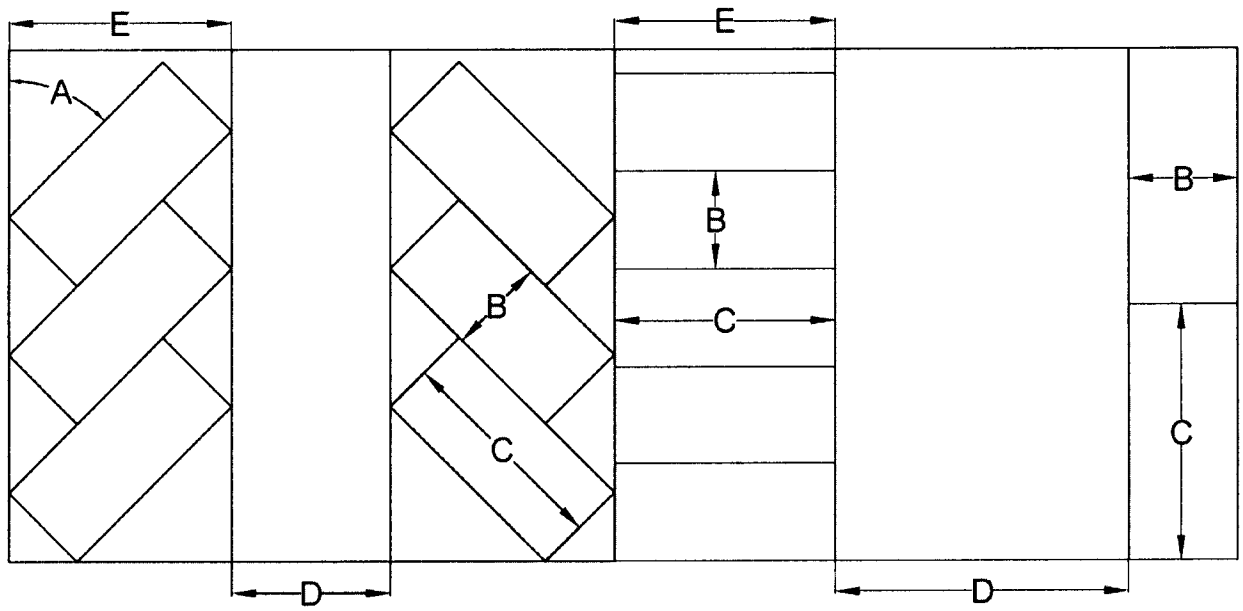
(A) *Drive-Through facilities.* Commercial Drive-Through facilities for which vehicle stacking spaces are required must meet the minimum dimensional standards set forth in section 25-10.8 of this ordinance.

(B) *Other commercial uses.* For automobiles awaiting service at any of the facilities indicated in the following table, space sufficient to accommodate the number of stacking spaces indicated therein shall be provided on the same zoning lot:

TYPE OF ACTIVITY	REQUIRED NUMBER OF STACKING SPACES	START POINT FOR STACKING SPACES
Automated teller machine	3	Teller machine
Bank teller lane	3	Teller window/tube
Dry-cleaning/laundry	3	Cleaner/laundry window
Pharmacy	3	Pharmacy window
Food service	6	Order box/speaker
	4*	Pick-up window
Other	To be determined by zoning administrator. Such determination shall consider any study prepared by a registered engineer having expertise in transportation engineering and provided by the special exception applicant.	

* These spaces are required in addition to the stacking spaces required to be located behind the order box/speaker and shall be located between the pickup window and the order box/speaker.

FIGURE 15-1 – MINIMUM PARKING DIMENSIONS



STANDARD PARKING DIMENSIONAL REQUIREMENTS

Parking Angle (A)	Stall Width (B)	Stall Depth (C)	Aisle Width – parking on one side (D)	Aisle Width – parking on both sides (D)	Stall Distance – Curb to Aisle (E)
0^0	9.0′	21.0′	12.0′ (one-way) 20.0′ (two-way)	12.0′ (one-way) 20.0′ (two-way)	9.0′
45^0	8.0′	18.0′	13.0′ (one-way)	13.0′ (one-way)	18.4′
60^0	8.0′	18.0′	18.0′ (one-way)	18.0′ (one-way)	19.6′
70^0	8.0′	19.0′	20.0′ (one-way)	20.0′ (one-way)	20.6′
90^0	8.0′	18.0′	22.0′ (two-way)	24.0′ (two-way)	18.0′

COMPACT PARKING DIMENSIONAL REQUIREMENTS

Parking Angle (A)	Stall Width (B)	Stall Depth (C)	Aisle Width – parking on one side (D)	Aisle Width – parking on both sides (D)	Stall Distance – Curb to Aisle (E)
0^0	8.5′	18.0′	11.0′ (one-way) 20.0′ (two-way)	11.0′ (one-way) 20.0′ (two-way)	8.5′
45^0	7.5′	16.5′	12.0′ (one-way)	12.0′ (one-way)	17.0′
60^0	7.5′	16.5′	16.0′ (one-way)	16.0′ (one-way)	18.0′
70^0	7.5′	17.0′	18.0′ (one-way)	18.0′ (one-way)	18.5′
90^0	7.5′	16.5′	19.0′ (two-way)	21.0′ (two-way)	16.5′

15-5 Alternative Parking.

In order to accommodate infill development, redevelopment, and flexible parking practices within the built environment, the following parking alternatives may be utilized to satisfy specific parking needs. In order to utilize any of these forms of alternative parking, a parking plan designed and sealed by a design professional must be submitted to the Department of Planning for review and will not be effective until the zoning administrator approves the plan.

15-5.1 *Off-lot parking.* Required parking may be provided on a lot other than the lot upon which the use is located as follows:

(a) *Administrative process.* Where sufficient alternative parking is located no more than 500 feet from the property upon which the use is located, measured along a convenient pedestrian route, the parking shall satisfy the required parking requirements of this chapter provided that the parking plan is reviewed and approved by the zoning administrator. The review process shall include the location and condition of the alternative parking area and evidence of a legal right to use the alternative parking area, secured either by deed, long-term lease, or other documentation of sufficient license or possessory interest.

(b) *Special exception process.* Whenever an application for alternative parking at an off-lot location has been denied by the zoning administrator or where the alternative parking is located more than 500 feet from the property upon which the use is located, measured along a convenient pedestrian route, the parking shall satisfy the required parking requirements of this chapter only upon the grant of a Special Exception authorizing off-lot parking pursuant to the provisions of section 25-10.4.

15-5.2 *Shared parking.* Parking for multiple, separate uses may be provided collectively. A reduction in the parking required for each separate use may be allowed when the separate uses involve differing hours of operation, days of operation, or other circumstances that make it unlikely that the separate uses will experience peak-hours of usage simultaneously. In such cases, the reduction may be approved subject to the approval of the zoning administrator.

15-5.3 *Valet parking.* Any parking spaces that do not meet the minimum dimensional requirements set forth in Figure 15-1 may nevertheless be deemed sufficient to satisfy the dimensional provisions of this chapter if such spaces are reserved for valet parking. In order to qualify, all of the following criteria must be met:

(a) A scaled plan showing the dimensions and layout of all parking spaces, stacking, and maneuvering of vehicles in the valet parking area must be submitted and approved by the zoning administrator;

(b) The parking area is marked with signage indicating that it is reserved exclusively for valet parking; and

(c) A parking attendant is present at the property during all times that the use served by the valet parking area is operating.

15-6 Bicycle Parking.

15-6.1 *General requirements.*

(a) *Maneuvering areas*. All required bicycle parking must meet all of the following minimum criteria:

(1) The parking area must accommodate the maneuvering standards set forth in the Figure 15-2, below, or, for bicycle parking provided with vertical space-saving racks, as set forth in Figure 15-3, below.

(2) When in use, each parking space must be accessible without moving another, parked bicycle.

(3) The maneuvering area provided alongside or behind the bicycle parking spaces may extend into portions of a public right-of-way but not those portions established as a motor vehicle lane, motor vehicle drive aisle, motor vehicle parking space, or any landscaped area.

(b) *Surfacing*. The surface of the bicycle parking area shall be improved with a hard surface and shall not include any gravel, dirt, sand or turf.

(c) *Visibility*. Whenever the bicycle parking area is not visible from either the street or the entrance of the principal building, a sign shall be posted at the entrance of the principal building indicating the location of the bicycle parking.

15-6.2 *Standards for short-term bicycle parking*. All short-term bicycle parking facilities or racks shall meet the following construction and location standards:

(a) The facility or rack shall accommodate securing a bicycle using an industry-standard bike lock.

(b) The facility or rack shall be securely anchored to the ground or to a structural element of a building or structure.

(c) Each space on the facility or rack shall be sufficient to accommodate a bicycle at least six (6) feet in length.

(d) The parking area shall be located within 75 feet of the main entrance to the building as measured along the most direct pedestrian access route.

15-6.3 *Standards for long-term bicycle parking*. All long-term bicycle parking facilities or racks shall meet the following construction and location standards:

(a) The facility or rack shall be securely anchored to the ground or to a structural element of a building or structure.

(b) Each space on the facility or rack shall be sufficient to accommodate a bicycle at least six (6) feet in length.

(c) The parking area shall be located within 500 feet of the main entrance to the building as measured along the most direct pedestrian access route.

(d) The bicycle parking area shall be constructed with at least one of the following features:

(1) *Bicycle locker*. A structure, manufactured for the sole purpose of securing and protecting a standard size bicycle from rain, theft and tampering by fully securing the bicycle in a temporary enclosure.

(2) *Indoor storage*. A secured and dedicated bicycle parking area provided either inside the principal building on the lot or in a building located elsewhere on the lot and within 500 feet of a main entrance to the principal building.

(3) *Covered*. A secured and dedicated bicycle parking area that completely protects bicycles from rain with a minimum of eight (8) feet of clearance above the floor or ground improved with a hard surface.

15-6.4 *Minimum bicycle parking requirements.*

(a) *Parking spaces*. Except where indicated otherwise in this ordinance, every use shall include the number of bicycle vehicle parking spaces indicated under the classifications and formulae set forth in Table 15-B – Table of Bicycle Parking Requirements, below. If a particular use is not specified on the table, then the number of spaces required shall be established by the zoning administrator.

(b) *Exemptions*.

(1) No bicycle parking spaces are required for any of the following:

(A) Any single-family dwelling, two-family dwelling, or group home.

(B) Any industrial use.

(C) Any non-residential use located on property in the D-2, D-3, or D-4 zoning districts.

(2) No short-term bicycle spaces are required for any residential use located on property in the D-2, D-3, or D-4 zoning districts.

(c) *Bicycle commuter shower facilities*.

(1) *Limited applicability*. The requirement to provide bicycle commuter shower facilities as set forth below shall only apply on properties that meet all of the following criteria:

(A) The property is used for a Commercial, Office, or Public and Civic use;

(B) The property is located within the Traditional or Downtown Character District;

(C) The total square footage of the buildings related to the use exceeds 250,000 gross square feet in area; and

(D) The use is commenced after July 1, 2014.

(2) *Requirements.* At each property subject to this requirement:

(A) One shower per gender shall be provided for each 250,000 gross square feet of area in the buildings; and

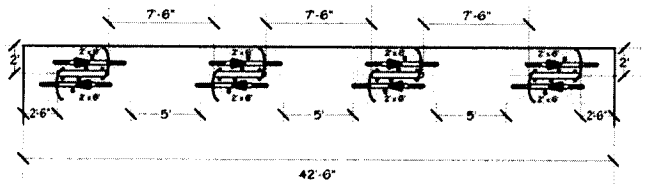
(B) Shower facilities shall be limited to use by employees or occupants of the building and shall be easily accessible to the bicycle parking area.

(d) *Clustered bicycle parking.* Locations for bicycle parking spaces required for more than one use on the same zoning lot may be clustered provide that the total number of required bicycle parking spaces for each use is satisfied and the parking area is located as follows:

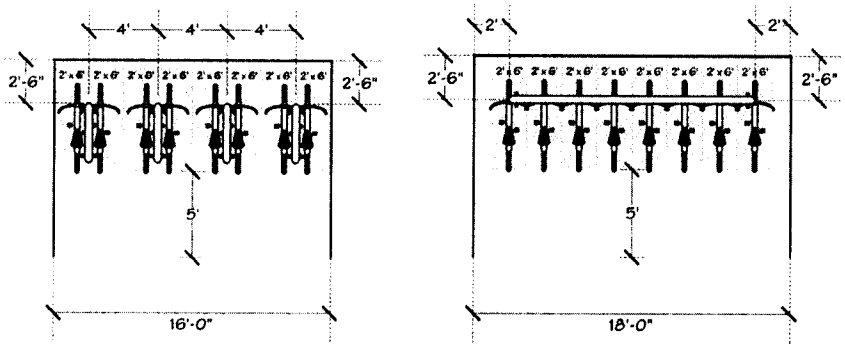
(1) For all required short-term bicycle parking, within 150 feet from the main entrance of the principal building for each use on the lot; and

(2) For all required long-term bicycle parking, within 750 feet from the main entrance of the principal building for each use on the lot.

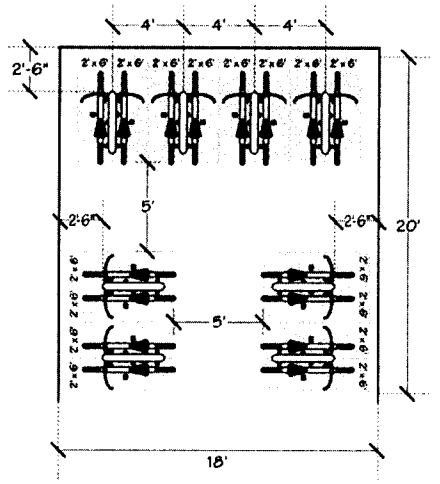
FIGURE 15-2
MINIMUM MANEUVERABILITY CRITERIA FOR BICYCLE PARKING



This area accommodates 8 bicycles.

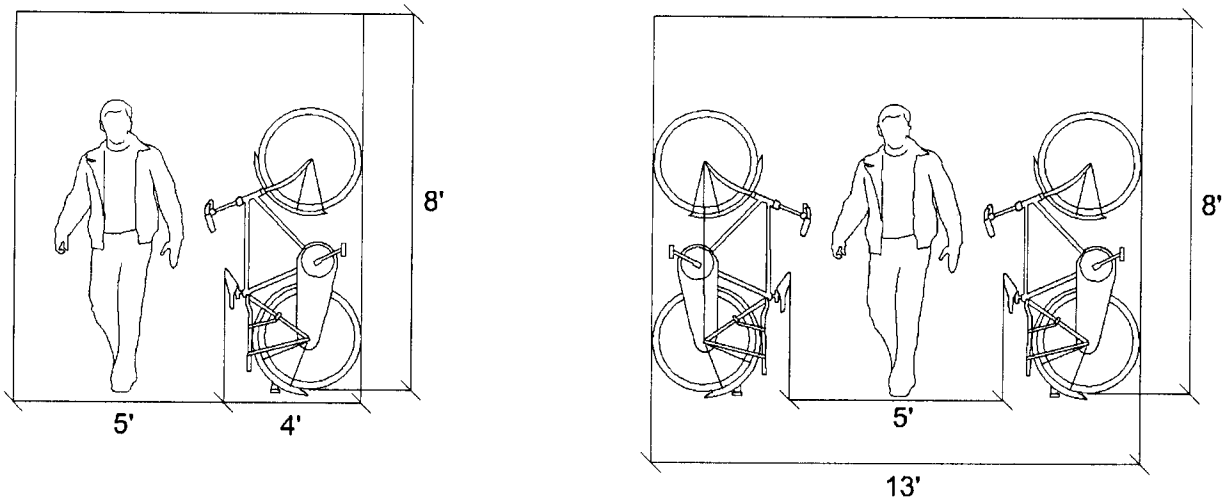


These areas accommodate eight bicycles.



This area accommodates sixteen bicycles.

FIGURE 15-3
MINIMUM MANEUVERABILITY CRITERIA FOR VERTICAL SPACE SAVER RACKS



15-7 Off-street loading.

15-7.1 *General requirements.*

(a) *Location of loading areas and berths.*

(1) All required loading areas and berths shall be located on the same zoning lot as the use served.

(2) All loading berths which abut a residential zoning district or are visible from a public right-of-way shall be completely screened therefrom by building walls, a solid concrete or masonry wall, or a door designed to be compatible with the principal building that it serves. The screening wall shall not be less than six (6) nor more than eight (8) feet in height.

(3) No loading berth shall be located within 30 feet of the nearest point of intersection of any two (2) streets.

(4) No loading areas or berths shall be located in a required front or side yard abutting a residential zoning district.

(b) *Dimensions of loading areas or berths.*

(1) *Short loading areas or berths.*

(A) Unless otherwise specified, a required short loading area or berth shall be at least ten (10) feet in width and 35 feet in length exclusive of aisle and maneuvering space and shall have a vertical clearance of at least 15 feet.

(B) Maneuvering aprons for short areas or berths shall be at least 35 feet in length.

(C) Access lanes for short areas or berths shall be 12 feet in width for one-way lanes and 22 feet in width for two-way lanes. Space dedicated for access lanes may also be considered as space for the maneuvering apron.

(2) *Long loading areas or berths.*

(A) Unless otherwise specified, a required long loading area or berth shall be at least 12 feet in width by at least 50 feet in length exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least 15 feet.

(B) Maneuvering aprons for long areas or berths shall be at least 60 feet in length.

(C) Access lanes for long areas or berths, access lanes shall be 14 feet in width for one-way lanes and 24 feet in width for two-way lanes. Space dedicated for access lanes may also be considered as space for the maneuvering apron.

(c) *Access.* Each required loading area or berth shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement, shall be separated from customer and employee parking, and shall be subject to approval by the director of public works.

(d) *Surfacing.* All open loading areas or berths shall be surfaced with a dustless, all-weather material capable of bearing a live load of 200 pounds per square foot in accordance with standards established by the director of public works.

(e) *Utilization.* Space allocated to any loading use shall not be used to satisfy the space requirements for any motor vehicle parking area or portion thereof.

(f) *Central loading.* Central loading facilities may be substituted for loading areas or berths on individual zoning lots provided that the following criteria are met:

(1) Each zoning lot served shall have direct access to the central loading area or berths without crossing streets or alleys at-grade.

(2) The total number of loading areas or berths provided shall meet 75 percent (75%) of the minimum requirements herein specified for each of the uses served.

(3) The zoning lot served shall be located no more than 500 feet from the central loading area or berths.

(4) Any tunnel or ramp connecting the central loading area or berths with the zoning lot served shall be a minimum of seven (7) feet in width and have a vertical clearance of not less than seven (7) feet.

(g) *Minimum facilities.* Uses for which loading facilities are required but which are located in buildings with less floor area than the minimum prescribed for such required facilities shall provide adequate receiving facilities accessible by motor vehicle off any adjacent alley, service drive, or open space on the same zoning lot.

15-7.2 *Specific requirements.* Except where indicated otherwise in this ordinance, every use listed in Table 15-D – Table of Off-Street Loading Requirements, below, shall provide the number and size of loading areas or berths set forth in therein.

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS				
LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet	**DOWNTOWN**	**TRADITIONAL**	**SUBURBAN**	**EXCEPTIONS/COMMENTS**
ALL LAND USES				
RESIDENTIAL USES (except as listed below)	**2 per DU** (1 per DU for adaptive reuse of existing buildings)	**2 per DU** (1 per DU for adaptive reuse of existing buildings)	**2 per DU**	No spaces required for lots less than 40 feet in width
Congregate Housing	0.33 per LU	0.33 per LU	0.33 per LU	
Continuing Care Retirement Community	0.5 per DU	1 per DU	1 per DU	
Dormitory	Zoning Administrator Determination	Zoning Administrator Determination	Zoning Administrator Determination	
Fraternity, Sorority House	2 per BDRM	2 per BDRM	2 per BDRM	
Mixed Uses	Depends on mix	Depends on mix	Depends on mix	
Multi-Family	1.5 per DU	1.6 per DU	1.75 per DU	
Nursing Home	0.67 per LU	0.67 per LU	0.67 per LU	
Rooming House	1 plus 1 per BDRM	1 plus 1 per BDRM	1 plus 1 per BDRM	
Townhouse	1.5 per DU	1.75 per DU	2 per DU	
Two-Family	2 per DU	2 per DU	2.5 per DU	
OFFICE USES All Office, except as listed below	**1 per 600 SF** (*max. parking = 125% of the min. requirement)	**1 per 300 SF** (*max. parking = 125% of the min. requirement)	**1 per 250 SF** (*max. parking = 125% of the min. requirement)	No spaces required for buildings <2,000 SF located on a separate zoning lot
Office/Clinic, Medical	1 per 500 SF	1 per 250 SF	1 per 250 SF	
COMMERCIAL USES (except as listed below)	**1 per 600 SF** (*max. parking = 125% of the min. requirement)	**1 per 300 SF** (*max. parking = 125% of the min. requirement)	**1 per 250 SF** (*max. parking = 125% of the min. requirement)	No spaces required for buildings located on a separate zoning lot with <2,000 SF of building floor space
Antique Store	1 per 1,250 SF	1 per 625 SF	1 per 500 SF	
Art Gallery	1 per 1,250 SF	1 per 625 SF	1 per 500 SF	

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS				
LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet	**DOWNTOWN**	**TRADITIONAL**	**SUBURBAN**	**EXCEPTIONS/COMMENTS**
Automobile and Truck Rental	1 customer vehicle space per 500 SF	1 customer vehicle space per 500 SF	1 customer vehicle space per 500 SF	(Spaces for customer parking shall be marked separately)
Automobile and Truck Repair	3 per bay	3 per bay	3 per bay	
Automobile Sales and Service	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	(Spaces for customer parking shall be marked separately)
Bed and Breakfast	0.67 per guest room plus resident spaces	1 per guest room plus resident spaces	1 per guest room plus resident spaces	
Boat Sales and Service	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	
Car Wash (Self-Service)	1 per bay	1 per bay	1 per bay	
Convenience Store, 24-Hours (with fuel sales)	1 per 125 SF	1 per 125 SF	1 per 100 SF	
Eating/Eating & Drinking/ Entertainment Establishment	1 per 250 SF of enclosed building area	1 per 175 SF of enclosed building area	1 per 150 SF of enclosed building area	
Funeral Home	1 per 175 SF assembly area	1 per 175 SF assembly area	1 per 150 SF assembly area	
Gas Station	1 per 125 SF	1 per 125 SF	1 per 125 SF	
Health and Fitness Facility	1 per 250 SF	1 per 175 SF	1 per 150 SF	
Hotel/Motel	0.67 per room	1.0 per room	1.3 per room	
Kennel	1 per 400 SF	1 per 400 SF	1 per 400 SF	
Marina	½ per slip	½ per slip	½ per slip	
Mini-Warehouse	3 plus 1 per 100 units	3 plus 1 per 100 units	3 plus 1 per 100 units	
Recreational Sports, Outdoor	Zoning Administrator	Zoning Administrator	Zoning Administrator	
Studio, Arts/Dance	1 per 1,200 SF	1 per 600 SF	1 per 500 SF	
Taxicab Operation	n/a	1 per 500 SF plus 3 per bay	1 per 500 SF plus 3 per bay	
Theater	1 per 12 seats	1 per 6 seats	1 per 5 seats	
PUBLIC AND CIVIC USES (except as listed below)	**Zoning Administrator**	**Zoning Administrator**	**Zoning Administrator**	(*no max. parking required)

TABLE 15-A – TABLE OF MINIMUM PARKING REQUIREMENTS				
LAND USES DU = Dwelling Unit LU = Lodging Unit BDRM = Bedroom SF = Building's Square Feet	**DOWNTOWN**	**TRADITIONAL**	**SUBURBAN**	**EXCEPTIONS/COMMENTS**
Airport	n/a	n/a	1 per 500 SF of passenger waiting and service area	
Broadcast Studio	1 per 1,000 SF	1 per 500 SF	1 per 400 SF	
Day Care Center, Adult	1 plus 1 per 12 attendees	1 plus 1 per 12 attendees	1 plus 1 per 10 attendees	
Day Care Center, Child	1 per 250 SF	1 per 250 SF	1 per 250 SF	
Day Care Home	1 plus resident spaces	1 plus resident spaces	1 plus resident spaces	
Hospital	1 per 300 SF	1 per 300 SF	1 per 250 SF	
Library	1 per 1,600 SF	1 per 800 SF	1 per 500 SF	
Membership Organization/Hiring Hall/ Religious Institution	1 per 65 SF assembly area	1 per 60 SF assembly area	1 per 50 SF assembly area	
INDUSTRIAL USES (except as listed below)	**1 per 850 SF**	**1 per 850 SF**	**1 per 850 SF**	(*no max. parking required)
Automobile Storage Yard	n/a	1 per 500 SF	1 per 500 SF	
Boat Dry Storage Facility	n/a	1 per 1,250 SF	1 per 1,250 SF	
Heavy Equipment Rental, Sales and Service	n/a	1 per 500 SF	1 per 500 SF	
Moving and Storage	n/a	1 per 2,000 SF	1 per 2,000 SF	
Recycling Collection Station	n/a	1 per 500 SF	1 per 500 SF	
Recycling Processing Center	n/a	1 per 500 SF	1 per 500 SF	
Ship Chandler	1 per 2,000 SF	1 per 2,000 SF	1 per 2,000 SF	
Trucking Terminal	n/a	1 per 2,000 SF	1 per 2,000 SF	
Warehouse/Wholesale	1 per 1,250 SF	1 per 1,250 SF	1 per 1,250 SF	
*All parking maximums are subject to the provisions of section 15-3.2 of this ordinance.				

TABLE 15-B – TABLE OF BICYCLE PARKING REQUIREMENTS

LAND USES (All spaces are for short-term parking unless otherwise noted)	**BICYCLE PARKING CALCULATIONS**		
	DOWNTOWN CHARACTER DISTRICT	**TRADITIONAL CHARACTER DISTRICT**	**SUBURBAN CHARACTER DISTRICT**
RESIDENTIAL USES (only applicable to Multi-Family as listed below)			
Multi-Family Dwelling	1 per 4 dwelling units (at least 75% of required minimum shall be long-term)	1 per 5 dwelling units (at least 75% of required minimum shall be long-term)	1 per 6 dwelling units (at least 75% of required minimum shall be long-term)
OFFICE USES (unless otherwise listed below)	**1 per 1,200 gsf** (at least 25% of required minimum shall be long-term)	**1 per 1,500 gsf** (at least 25% of required minimum shall be long-term)	**1 per 2,000 gsf** (at least 25% of required minimum shall be long-term)
Office, Veterinary	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
COMMERCIAL USES (unless otherwise listed below)	**1 per 1,200 gsf** (at least 10% of required minimum shall be long-term)	**1 per 1,500 gsf** (at least 10% of required minimum shall be long-term)	**1 per 2,000 gsf** (at least 10% of required minimum shall be long-term)
Kennel	N/A	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
Marina or Yacht Club	1 per 600 gsf of assembly area	1 per 750 gsf of assembly area	1 per 1,000 gsf of assembly area
Hotel/Motel	1 per 20 lodging units (at least 90% of required minimum shall be long-term)	1 per 30 lodging units (at least 90% of required minimum shall be long-term)	1 per 40 lodging units (at least 90% of required minimum shall be long-term)
Mini-Storage	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)	2 (short-term) and 2 (long-term)
Auto-Dependent Uses: Auto Rental/Repair/Sales/ Car Wash	3 per 20,000 gsf (short-term) 3 per 20,000 gsf (long-term)	2 per 20,000 gsf (short-term) 2 per 20,000 gsf (long-term)	1 per 20,000 gsf (short-term 1 per 20,000 gsf (long-term)
PUBLIC AND CIVIC USES (unless otherwise listed below)	**1 per 1,200 gsf** (at least 25% of required minimum shall be long-term)	**1 per 1,500 gsf** (at least 25% of required minimum shall be long-term)	**1 per 2,000 gsf** (at least 25% of required minimum shall be long-term)
Airport	N/A	N/A	1 per 12,000 gsf of waiting/queuing area
Amphitheater, Arena, Stadium, Conference Center	1 per 35 seats and 1 space per 2,000 gsf of non-seated assembly area	1 per 40 seats and 1 space per 3,000 gsf of non-seated assembly area	1 per 75 seats and 1 space per 5,000 gsf of non-seated assembly area
Day Care Home	No spaces required	No spaces required	No spaces required
Religious Institution	1 per 1,200 gsf of assembly area	1 per 1,500 gsf of assembly area	1 per 2,000 gsf of assembly area

TABLE 15-C – TABLE OF HANDICAP ACCESSIBLE PARKING REQUIREMENTS

TOTAL PARKING SPACES IN LOTS AND GARAGES	REQUIRED MINIMUM NO. OF HANDICAP ACCESSIBLE PARKING 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
over 1,000	20 plus one for each 100 over 1,000 spaces

TABLE 15-D – TABLE OF OFF-STREET LOADING REQUIREMENTS

LAND USES	GROSS FLOOR AREA (square feet)**	NO. AND SIZE OF LOADING AREAS*
RESIDENTIAL USES **(only those listed below)**		
Nursing Home, and Continuing Care Retirement Community	10,000 – 100,000 100,000 – 200,000	1 Short 1 Short
OFFICE USES	10,000 – 100,000 Each additional 100,000 up to 500,000	1 Short 1 Short
COMMERCIAL USES **(only those listed below)**	10,000 - 25,000 25-000 – 40,000 40,000 – 100,000 Each additional 200,000	2 Short 2 Long 3 Long 1 Long
Retail Goods Establishment, (wholesale)	5,000 – 10,000	1 Short
Hotel/Motel	10,000 – 100,000 each additional 100,000	1 Short 1 Short
Theater	10,000 – 25,000 each additional 50,000	1 Short 1 Short
PUBLIC AND CIVIC USES **(only those listed below)**	10,000 – 100,000 Each additional 100,000 up to 500,000	1 Short 1 Short
Amphitheater, Arena, Stadium, Conference Center	10,000 – 20,000 20,000 – 100,000	1 Short 1 Short
Hospital, Educational Facility	10,000 – 100,000 Each additional 100,000	1 Short 1 Short
INDUSTRIAL USES **(only those listed below)**	10,000 – 40,000 40,000 – 100,000 Each additional 100,000	1 Short 1 Long, 1 Short 1 Long
Manufacturing, Heavy and Light, and Warehouse/Wholesale	5,000 – 10,000 10,000 – 40,000 40,000 – 100,000	1 Short 1 Long 2 Long
* Loading Area Dimensions	Short: 10 ft. wide x 35 ft. deep	Long: 12 ft. wide x 50 ft. deep
** Gross Floor Area refers to buildings or structures on premises		

EXHIBIT B

CHAPTER 4: RESIDENTIAL DISTRICTS

4-0 General provisions.

...

4-0.9 *Projections into required yards.* The following projections into required yards are permitted.

(a) *Covered porches and carports.* No covered porch or carport, open on three (3) sides except for supporting columns and architectural features, shall be located closer than three (3) feet to any interior side lot line or project more than eight (8) feet into any required front or rear yard. The first floor of such porches or carports shall not extend beyond the first floor level of the building.

...

...

EXHIBIT C

CHAPTER 10: SPECIAL PURPOSE DISTRICTS

...

10-15 Transit-Oriented Development Districts.

...

10-15.5 *Parking requirements.* In order to reduce reliance on the personal automobile and foster greater reliance on mass transit and pedestrian activity, off-street parking in any TOD District shall be required as follows:

(a) *In the TOD-C District:* The minimum motor vehicle parking required shall equal 50 percent (50%) of the minimum computed under the regulations of chapter 15, Parking and Loading.

(b) *In the TOD-S District:* The minimum motor vehicle parking required shall equal 65 percent (65%) of the minimum computed under the regulations of chapter 15, Parking and Loading.

...

EXHIBIT D

CHAPTER 25: SPECIAL EXCEPTIONS

...

25-10.4 *Off-lot parking.* Pursuant to section 15-5.1 of this ordinance, off-lot parking may be permitted upon grant of a special exception provided that the following prerequisites to submitting an application for such special exception are satisfied:

(a) The off-lot parking shall be located within convenient pedestrian route from the principal use which it serves. An applicant may provide shuttle transit service between the off-lot parking area and the principal use it serves.

(b) Parking spaces shall be signed and reserved for the exclusive use of vehicles associated with the principal use that the off-lot parking area serves during all times that the principal use is operating.

EXHIBIT E

CHAPTER 25: SPECIAL EXCEPTIONS

...

25-10.8 *Commercial drive-through facility:*

...

(b) *Traffic circulation requirements.*

(1) Vehicular access to the drive-through windows or service area shall only be permitted from a public street when such street is an arterial or collector street.

(2) The driveway providing access to the drive-through windows shall be at least twenty-five (25) feet from any other driveway.

(3) Internal traffic circulation patterns on the lot shall be adequate to prevent vehicles from impeding street traffic or blocking access to any required parking spaces located on the lot.

...

EXHIBIT F

CHAPTER 25: SPECIAL EXCEPTIONS

...

25-10.10 *Bed and breakfast.* In districts which permit a bed and breakfast by special exception, the following additional requirements shall apply:

...

(h) The parking requirements for a bed and breakfast are set forth Chapter 15, Parking and Loading. Any parking, whether it be on-premises or off-lot, shall be appropriately screened from view.

...