

## ARTICLE 22. OFF-STREET PARKING AND LOADING

- 22.1 PURPOSE
  - 22.2 GENERAL PROVISIONS
  - 22.3 COMPUTATION OF PARKING AND LOADING REQUIREMENTS
  - 22.4 REQUIRED OFF-STREET VEHICLE PARKING SPACES
  - 22.5 REQUIRED BICYCLE PARKING SPACES
  - 22.6 REQUIRED OFF-STREET LOADING SPACES
  - 22.7 DESIGN OF VEHICLE PARKING SPACES
  - 22.8 DRIVEWAY AND PARKING PAD DESIGN
  - 22.9 ACCESSIBLE VEHICLE PARKING REQUIREMENTS
  - 22.10 VEHICLE STACKING SPACES FOR DRIVE-THROUGH FACILITIES
  - 22.11 DESIGN OF BICYCLE PARKING SPACES
  - 22.12 DESIGN OF OFF-STREET LOADING SPACES
  - 22.13 STORAGE OF COMMERCIAL VEHICLES
  - 22.14 STORAGE OF RECREATIONAL VEHICLES
  - 22.15 PERMITTED OFF-STREET VEHICLE PARKING EXEMPTIONS
  - 22.16 COLLECTIVE AND ALTERNATING VEHICLE PARKING
  - 22.17 LAND BANKED FUTURE PARKING
  - 22.18 FEE-IN-LIEU OF VEHICLE PARKING
- 

### 22.1 PURPOSE

The off-street vehicle parking, bicycle parking and loading regulations of this Article are intended to provide accessible, attractive, secure and well-maintained off-street parking and loading areas, provide the appropriate number of spaces in proportion to the demands of the proposed use, increase public safety by reducing congestion of public streets, and encourage the use of alternative modes of transportation.

### 22.2 GENERAL PROVISIONS

The provisions of this Article are applied as follows:

#### A. Existing Facilities

1. The existing number of off-street vehicle and bicycle parking and loading spaces must not be reduced below the minimum requirements of this Article. If the number of existing spaces is already less than the requirements of this Article, it may not be further reduced unless a variance is approved by the Board of Zoning Adjustments.
2. If a building permit was lawfully issued prior to the effective date of this Ordinance, and if substantial construction has begun within one-hundred eighty (180) days of the issuance of a permit, the number of off-street vehicle and bicycle parking and loading spaces is that required by building permit, and supersedes what may be required by this Article.

#### B. Damage or Destruction

In the event that a structure is damaged to the extent of less than fifty percent (50%) of its replacement value, the off-street vehicle and bicycle parking and loading facilities may be restored in the same amount prior to the damage. However, it is not necessary to restore or maintain vehicle and bicycle parking and loading facilities in excess of the amount required by this Ordinance.

### **C. Change in Intensity of Use**

Whenever the intensity of a use is increased based on an increase in the number of dwelling units, floor area, seating capacity or other unit of measurement used to calculate the number of required number of vehicle and bicycle parking spaces, additional spaces must be provided for that increase, except as described below:

1. Whenever there is an increase in the intensity of a use that creates a need for additional vehicle and bicycle parking spaces of ten percent (10%) or more, the additional spaces are required. No additional vehicle and bicycle spaces are required if the increase would result in an increase of spaces of less than ten percent (10%). This also applies to a simultaneous increase in intensity of a group of uses on the same lot which together result in a need for an increase in vehicle and bicycle spaces of ten percent (10%) or more. The ten percent (10%) threshold is calculated by dividing the number of additional spaces required by the increase in intensity divided by those spaces required before the increase.
2. An increase in the intensity of a use is permitted an off-street vehicle parking exemption in accordance with Section 22.15 (Permitted Off-Street Vehicle Parking Requirement Exemptions).
3. An increase in the intensity of a use is permitted to provide collective parking in accordance with Section 22.16 (Collective and Alternating Vehicle Parking).
4. An increase in the intensity of a use is permitted to use the fee-in-lieu vehicle parking provision in accordance with Section 22.18 (Fee-In-Lieu of Vehicle Parking).
5. A variance is obtained for the additional required vehicle and bicycle parking.

### **D. Provision of Additional Vehicle Spaces**

1. Nothing in this Article prevents the voluntary establishment of additional off-street vehicle and bicycle parking spaces above that required by this Ordinance, unless the Ordinance specifies a maximum number of vehicle spaces in Section 22.3 (Required Off-Street Vehicle Parking Spaces). There is no limit on the number of bicycle parking spaces that may be provided.
2. All regulations governing the location and design of additional facilities must meet the requirements of this Ordinance.
3. Where a use exceeds the minimum number of vehicle spaces required by Section 22.3 (Required Off-Street Vehicle Parking Spaces), the area used for additional spaces must be paved with a semi-pervious material, such as permeable pavers, porous asphalt, porous concrete, grass-crete or gravel-crete.

### **E. Grandfathered Deficiency of Required Vehicle Parking**

1. In order to encourage the reuse of existing structures, this Ordinance allows for the grandfathered deficiency of vehicle parking spaces of the immediate previous use. The Department of Safety and Permits is required to maintain records of all grandfathered vehicle parking. A property owner is required to show documentation from the Department of Safety and Permits of the grandfathered vehicle spaces.

2. For illustrative purposes, the following example is provided. If the immediate previous use required ten (10) vehicle parking spaces but was only able to provide four (4) vehicle spaces, the six (6) vehicle spaces that the use was unable to provide are grandfathered with the site. When a new use is undertaken in the structure that requires twelve (12) vehicle spaces, it will be deficient eight (8) vehicle spaces, as four (4) are already constructed on the site. The six (6) deficient vehicle spaces from the previous use are then applied to this eight (8) vehicle space deficiency, meaning that the new user must provide two (2) more vehicle parking spaces or apply for a variance if unable to provide the additional vehicle spaces. See calculation below for further illustration of this example:

**SAMPLE CALCULATION OF GRANDFATHERED PARKING PROVISION**

STEP 1		
	IMMEDIATE PREVIOUS USE: Required Parking	10 spaces
<i>Subtract</i>	IMMEDIATE PREVIOUS USE: Actual Parking	4 spaces
	GRANDFATHERED	6 spaces
STEP 2		
	NEW USE: Required Parking	12 spaces
<i>Subtract</i>	NEW USE: Actual Parking	4 spaces
	NEW USE: Parking Deficiency	8 spaces
STEP 3		
	NEW USE: Parking Deficiency	8 spaces
<i>Subtract</i>	GRANDFATHERED	6 spaces
	NEW USE: Additional Required Spaces	2 space

3. Following complete demolition of a structure, the new construction and use on the site must meet all parking and loading requirements and the grandfathered deficiency provision is no longer applicable.

**F. Prohibition on Use of Parking Spaces**

The sale, repair or dismantling or servicing of any vehicles, equipment, materials or supplies, or the display of goods in off-street parking areas is prohibited, unless otherwise permitted by this Ordinance.

**22.3 COMPUTATION OF PARKING AND LOADING REQUIREMENTS**

This section describes how the number of vehicle and bicycle parking and loading spaces are calculated based upon the requirements of this Article. The total number of required vehicle and bicycle parking and loading spaces is based upon the requirements for the principal use or uses located on the lot.

- A. Where multiple uses with different parking requirements occupy the same structure or lot, the required vehicle and bicycle parking and loading spaces is the sum of the requirements for each use computed separately, unless otherwise permitted by this Ordinance.
- B. Space allocated to any off-street loading space may not be used to satisfy the requirement for any off-street vehicle or bicycle parking space or access aisle or portion thereof. Conversely, the area allocated to any off-street vehicle or bicycle parking space may not be used to satisfy the replacement for any off-street loading space or portion thereof.
- C. A fraction of less than one-half (1/2) is disregarded, and a fraction of one-half (1/2) or more is counted as one (1) parking or loading space.

- D. For uses where patrons or spectators occupy benches, pews or open floor areas used for service, each twenty-four (24) linear inches of benches, pews or permanent seating areas or four (4) square feet of open floor areas used for seating is counted as one (1) seat for the purpose of determining the requirement for the required number of parking and loading spaces.
- E. Parking or loading spaces required on a public use floor area basis is based on the total floor area accessible to the public. This excludes areas such as offices, locker rooms, storage rooms and similar functions that are accessible only to employees. Public use floor area includes seating areas in restaurants, the entire bar area, any holding bar area and all public waiting areas. When a use includes both public use areas and private offices, the office areas are not considered part of public use area calculations.

#### 22.4 REQUIRED OFF-STREET VEHICLE PARKING SPACES

- A. Except as otherwise provided in this Ordinance, the minimum number of off-street vehicle parking spaces to be provided for a principal use is listed in Table 22-1: Off-Street Vehicle Parking Requirements. All off-street vehicle parking must be completed prior to the final inspection required by the building permit.
- B. Table 22-1 lists vehicle parking requirements for the principal uses listed within the districts. In some cases, uses that are considered part of a generic use category are listed with specific vehicle parking requirements. These specific uses are listed only for the purposes of this section and do not indicate whether such uses are permitted or special uses within any district. Certain generic uses listed within the districts are not listed in Table 22-1 and therefore do not have vehicle parking requirements.
- C. When required, the Director of the Department of Safety and Permits will make a determination as to where a specific use fits within these requirements. The most similar use within Table 22-1 will determine the vehicle parking requirements for that use.
- D. The following vehicle parking maximums are applicable to all surface parking lots:
  - 1. When new parking areas are constructed for shopping centers or fast food restaurants, the number of vehicle parking spaces provided may not exceed one-hundred and twenty-five percent (125%) of the required minimum.
  - 2. When new parking areas are constructed for all other uses, the number of vehicle parking spaces provided may not exceed one-hundred and fifty percent (150%) of the required minimum.
  - 3. Parking maximums do not apply in the LI, HI and MI Districts.
- E. Table 22-2: Summary of Off-Street Vehicle Parking Flexibilities and Exemptions summarizes the vehicle parking flexibilities and exemptions permitted by this Article. This table is provided as a summary only and must be verified against the provisions of this Article.

TABLE 22-1: OFF-STREET VEHICLE PARKING REQUIREMENTS	
USE	PARKING REQUIREMENT
Adult Use	3 per 1,000 GFA
Airport	10 per 1,000sf GFA of terminal building
Animal Hospital	3 per 1,000sf GFA
Arena	1 per 10 persons of lowest rated capacity
Art Gallery	2 per 1,000sf GFA
Artist Community	1 per dwelling unit + 2 per 1,000sf of exhibit or performance space
Arts Studio	4 per 1,000sf of public use area
Auditorium (Only applicable when Auditorium is principle use)	1 per 15 persons of lowest rated capacity
Bar	2 per 1,000sf GFA
Bed and Breakfast	1 space + 1 per 2 guestrooms
Brewery	2 per 1,000sf of manufacturing area and office
Broadcast Studio	3 per 1,000sf GFA
Bus Terminal	5 per 1,000sf GFA of terminal building
Campground	1 per camp site
Car Wash	2 per car wash bay + 3 stacking spaces per bay
Casino	4 per 1,000sf of gaming area Additional uses within casino (hotel, restaurant, etc.): Cumulative - determined by sum of requirements for each uses within development
Cemetery	1 per 20,000sf of GFA + 1 per 4 seats in chapel + 3 per 1,000sf of office
Check Cashing Establishment	3 per 1,000sf GFA
Community Center	4 spaces + 3 per 1,000sf GFA over first 1,000sf
Contractor Storage Yard	3 per 1,000sf of office and public use area
Convention Center	1 per 10 persons of lowest rated capacity
Country Club	Cumulative - determined by sum of requirements for all uses within development (golf course, driving range, restaurant, etc.)
Cultural Facility	3 per 1,000sf GFA
Day Care Center, Adult or Child	2 per 1,000sf GFA
Dormitory	1 per 4 rooms
Driving Range	2 per tee stand
Dwelling, Above the Ground Floor	1 per dwelling unit
Dwelling, Caretaker	1 per dwelling unit
Dwelling, Multi-Family	1 per dwelling unit
Dwelling, Single-Family	1 per dwelling unit
Dwelling, Townhouse	1 per dwelling unit
Dwelling, Two-Family	1 per dwelling unit
Educational Facility, Primary	2 per classroom
Educational Facility, Secondary	4 per classroom + 2 per 1,000sf of office
Educational Facility, University	5 per classroom + 3 per 1,000sf of office
Educational Facility, Vocational	5 per classroom + 3 per 1,000sf of office
Employment Services	2 per 1,000sf of office + 5 per 1,000sf of public use area
Financial Institution	2 per 1,000sf GFA + 3 stacking spaces per drive-through lane
Flea Market	2 per 1,000sf GFA
Food Processing	3 per 1,000sf of manufacturing area + 2 per 1,000sf of office

TABLE 22-1: OFF-STREET VEHICLE PARKING REQUIREMENTS	
USE	PARKING REQUIREMENT
Fraternity/Sorority	1 per 4 rooms
Freight Terminal	2 per 1,000sf of office + 1 per 10,000sf of terminal area
Funeral Home	1 per 4 seats in chapel + 3 per 1,000sf of office
Gaming Boat	Spaces equivalent to 80% of rated passenger capacity of gaming boat divided by 1.8  Additional uses within the gaming boat complex (hotel, arena, etc.): Cumulative - determined by sum of requirements for each uses within development
Gas Station	2 per pump + 3 per 1,000sf of retail area + 2 per service bay of accessory motor vehicle service and repair + 4 stacking spaces for car wash bay
Golf Course	4 per hole
Government Offices	2 per 1,000sf GFA
Health Club	4 per 1,000sf of public use area
Heavy Sales, Rental & Service	3 per 1,000sf GFA + 1 per 1,000sf of outdoor sales and display area
Horse Stables	1 per 4 stalls
Hospital	1 per room
Hotel/Motel	1.5 per room
Indoor Amusement Facility	1 per 10 persons of lowest rated capacity
<i>Bowling Alley</i>	<i>2 per lane</i>
<i>Movie Theater</i>	<i>1 per 4 seats for first 400 seats + 1 per 6 seats after first 400</i>
<i>Pool Hall</i>	<i>2 per table</i>
Kennel	2 per 1,000sf of public use area
Live Entertainment Venue	1 per 10 persons of lowest rated capacity
Manufacturing, Artisan-Related	1 per artisan studio, workroom or facility
Manufacturing, Light	1 per 1,000sf GFA
Manufacturing, Heavy	1 per 1,000sf GFA
Manufacturing, Maritime-Dependent	1 per 1,000sf GFA
Marina, Recreational	1 per 2 slips  Additional uses within the recreational marina (restaurant, bar, etc.): Cumulative - determined by sum of requirements for each uses within development
Marina, Commercial	1 per 2 slips
Marine Terminal	2 per 1,000sf of office + 1 per 10,000sf of land-based terminal area
Medical/Dental Clinic	1.5 per exam room
Mini-Warehouse	1 per 25 storage units
Motor Vehicle Service & Repair, Minor or Major	2 spaces per service bay
Motor Vehicle Operations Facility	1 per 3,000sf GFA
Motor Vehicle Dealership	2 per 1,000sf of indoor sales and display area
Motor Vehicle Rental Establishment	2 per 1,000sf of office and public waiting area
Movie Studio	1 per 2,000sf GFA
Nursery	2 per 1,000sf GFA and any outdoor sales and display area
Office	2 per 1,000sf GFA
Outdoor Amusement Facility	3 per 1,000sf GFA including all outdoor areas
Outdoor Storage Yard	3 per 1,000sf of office and public use area
Passenger Terminal	5 per 1,000sf GFA of terminal building
Personal Service Establishment	2 per 1,000sf GFA

TABLE 22-1: OFF-STREET VEHICLE PARKING REQUIREMENTS	
USE	PARKING REQUIREMENT
Pet Day Care Center	2 per 1,000sf of public use area
Places of Worship	1 per 4 seats + 1 per 1,000sf of accessory residential use Additional uses within the places of worship complex (retail, recreational facilities, etc.): Cumulative - determined by sum of requirements for each uses within development
Printing Establishment	2 per 1,000sf GFA
Prison	1 per 20 inmates of rated inmate capacity
Public Works and Safety Facility	2 per 1,000sf of office and public use area
Reception Facility	2 per 1,000sf of public use area
Rehabilitation Center	1 per 2 rooms
Research and Development	3 per 1,000sf GFA
Residential Care Facility for Elderly	To be calculated on the type of facility or combination of facilities provided below + 2 per 1,000sf GFA of office
<i>Assisted Living Facility</i>	<i>.5 per dwelling unit</i>
<i>Independent Living Facility</i>	<i>1 per dwelling unit</i>
<i>Nursing Home</i>	<i>.25 per bed</i>
Restaurant, Carry-Out	2 per 1,000sf GFA + 3 stacking spaces per drive-through lane
Restaurant, Fast Food	2 per 1,000sf GFA + 3 stacking spaces per drive-through lane
Restaurant, Specialty	1 per 1,000sf GFA + 3 stacking spaces per drive-through lane
Restaurant, Standard	2 per 1,000sf GFA
Retail Goods Establishment	2 per 1,000sf GFA
Rooming House	1 per 4 rooms
Separation/Recovery Facilities	2 per 1,000sf of manufacturing area and office
Shipyards	2 per 1,000sf of office + 1 per 10,000sf of land-based shipyard area
Shopping Center	Less than 500,000sf GFA: 2 per 1,000sf of gross leasable area 500,000sf or more GFA: 4 per 1,000sf of gross leasable area
Social Club or Lodge	2 per 1,000sf GFA
Stadium	1 per 10 persons of lowest rated capacity
Supper Club	2 per 1,000sf of public use area
T-Shirt Shop	2 per 1,000sf GFA
Tattoo Parlor	2 per 1,000sf GFA
Truck Repair	3 truck spaces per service bay + 2 vehicle spaces per service bay
Truck Stop	1 truck space per 5,000sf GFA Additional uses within the truck stop (retail, restaurant, etc.): Cumulative - determined by sum of requirements for each uses within development
Truck Terminal	6 truck spaces per 40,000sf GFA
Warehouse	1 per 20,000sf of warehouse space + 2 per 1,000sf of office space
Wholesale Goods Establishment	1 per 20,000sf of warehouse space + 2 per 1,000sf of office space + 2 per 1,000sf of public use area
Winery	2 per 1,000sf of tasting room area Additional uses within the winery (restaurant, retail, etc.): Cumulative - determined by sum of requirements for each uses within development

TABLE 22-2: SUMMARY OF OFF-STREET VEHICLE PARKING FLEXIBILITIES & EXEMPTIONS						
PARKING FLEXIBILITIES PERMITTED BY THIS ARTICLE	DISTRICTS					
	Historic Core	Historic Urban Neighborhood	Suburban Neighborhood	Destination	Industrial and Employment Center	Central Business District
Sec. 22.15.A.1: No Parking Required	All Districts	HU-B1A HU-B1				
Sec. 22.15.A.2: No Parking Required		SF & 2F dwellings on lots of 30' or less in width				
Sec. 22.15.A.3: No Parking Required		2F where 40% of existing 2F development of blockface has no parking				
Sec. 22.15.A.4: Square Footage Exemption – First 5,000sf		HU-MU C1 C2 MU-1				
Sec. 22.15.B: On-Street Spaces Counted		HU-MU C1 C2 MU-1				
Sec. 22.16: Collective & Alternating Parking	All Districts	All Districts	All Districts	All Districts	All Districts	All Districts
Sec. 22.17: Land-Banked Parking	All Districts	All Districts	All Districts	All Districts	All Districts	All Districts
Sec. 22.18: Fee-In-Lieu	(TBD)	(TBD)	(TBD)	(TBD)	(TBD)	(TBD)

**22.5 REQUIRED BICYCLE PARKING SPACES**

- A. Where off-street parking facilities are provided, the number of bicycle parking spaces must be provided as required by Table 22-3: Required Bicycle Parking Spaces. All uses listed within Table 22-3 are required to provide short-term bicycle parking spaces, which are areas where bicycles will be left for short stops, requiring a high degree of convenience. Certain uses listed within Table 22-3 require a percentage of the required bicycle parking spaces to provide long-term bicycle parking spaces, where bicycles will be left for longer periods of time and require a safe and weatherproof storage area.
- B. In all cases where bicycle parking is required, a minimum of two (2) bicycle spaces is required.
- C. After the first thirty (30) required bicycle parking spaces are provided, additional bicycle parking spaces are required at one-half (½) space per unit listed in Table 22-3.
- D. When a use is exempt from vehicle parking requirements by this Article, the use is also exempt from these requirements for bicycle parking spaces. If a use exempt from vehicle parking provides parking, bicycle parking, as required by this section, is also required.
- E. The following reductions in the number of vehicle parking spaces are permitted when bicycle parking and facilities are provided. An applicant may only use one (1) of these two (2) options.

1. A non-residential use may use up to two (2) required vehicle parking spaces as space for bicycle parking. The area equivalent to two (2) vehicle parking spaces must be used for bicycle parking.
  2. Where a non-residential use provides shower facilities for use by bicyclists, a reduction of up to two (2) vehicle parking spaces is permitted. The area of the vehicle parking spaces must be used for bicycle parking.
- F. Shower and locker facilities for bicyclists are required for offices and government offices, university and vocational educational facilities, hospitals and industrial uses over twenty-five thousand (25,000) square feet in gross floor areas.
1. A minimum of two (2) showers in projects between twenty-five thousand (25,000) square feet and one-hundred twenty five thousand (125,000) square feet, and three (3) showers for any project over one-hundred twenty five thousand (125,000) square feet. Dressing areas and lockers must be provided as part of the shower facilities.
  2. Lockers for clothing and other personal effects must be located in close proximity to showers and dressing areas to permit access to the locker areas by either gender. A minimum of one (1) clothes locker is required for each long-term bicycle parking space provided.

**TABLE 22-3: REQUIRED BICYCLE PARKING SPACES**

USE	REQUIRED BICYCLE SPACES	REQUIRED PERCENTAGE OF LONG-TERM SPACES
Multi-Family Dwelling	1 per 5 dwelling units	80% required long-term
Dormitory; Fraternity/Sorority	1 per 4 beds	80% required long-term
Retail Goods Establishment and Personal Services Establishment Over 10,000sf in GFA	1 per 2,500sf GFA	
Office and Government Office Over 10,000sf in GFA	1 per 5,000sf GFA	50% required long-term
Indoor or Outdoor Amusement Facility Over 10,000sf in GFA	1 per 5,000sf GFA	
Educational Facilities, Primary	2 per classroom	
Educational Facilities, Secondary	3 per classroom	
Educational Facilities, University or Vocational	1 per 5,000sf GFA	50% required long-term
Places of Worship Over 10,000sf in GFA	1 per 5,000sf GFA	
Hospitals	1 per 25 beds	50% required long-term
Cultural Facility	1 per 2,500sf GFA	
Community Center	1 per 2,500sf GFA	
Public Works and Safety Facility	1 per 5,000sf GFA	
Industrial Over 10,000sf in GFA	1 per 10,000sf GFA	50% required long-term

**22.6 REQUIRED OFF-STREET LOADING SPACES**

- A. Off-street loading spaces must be provided for a use that distributes or receives materials or merchandise by trucks or other commercial vehicles in accordance with Table 22-4: Off-Street Loading Requirements. In the case of multi-tenant developments, required loading spaces are calculated on the basis of each individual tenant. For example, if only one (1) commercial tenant of a multi-tenant development is over ten-thousand (10,000) square feet, only one (1) loading space is required; if all tenants are under ten-thousand (10,000) square feet, no loading is required.
- B. No structure is required to provide more than five (5) loading spaces.
- C. The Historic Core and Historic Urban Neighborhoods are exempt from all off-street loading requirements.

- D. Structures that are fifty (50) years of age or older and were originally constructed without loading areas are also exempt from off-street loading requirements. Any additions or enlargements to such structures require the addition of one (1) off-street loading space.
- E. For districts not granted an exemption in Paragraphs C and D above, if a use increases the floor area by twenty-five percent (25%) or more, accessory off-street loading spaces are required in accordance with Table 22-4. However, no structure is required to provide more than five (5) loading spaces.

TABLE 22-4: OFF-STREET LOADING REQUIREMENTS	
Use Type	Number of Spaces Required
<b>Multi-Family Dwelling</b>	
20,000 - 100,000sf GFA	1 loading space
100,001 - 200,000sf GFA	2 loading spaces
Each additional 100,000sf of floor area (This applies only for each additional full 100,000sf over 200,000sf)	1 additional loading space
<b>Commercial and Institutional Use</b>	
10,000 - 100,000sf GFA	1 loading space
100,001 - 200,000sf GFA	2 loading spaces
Each additional 50,000sf of floor area (This applies only for each additional full 50,000sf over 200,000sf)	1 additional loading space
<b>Industrial Uses</b>	
5,000 - 10,000sf GFA	1 loading space
10,001 - 40,000sf GFA	2 loading spaces
40,001 - 100,000sf GFA	3 loading spaces
Each additional 50,000sf of floor area (This applies only for each additional full 50,000sf over 100,000sf)	1 additional loading space

**22.7 DESIGN OF VEHICLE PARKING SPACES**

**A. Site Plan Review Required**

Site plan review, in accordance with Section 4.4 (Site Plan Review), is required prior to any construction, alteration or addition of any vehicle parking lot or structure providing ten (10) or more vehicle parking spaces and for any loading facility. For purposes of this section, construction, alteration or addition includes all paving of previously unpaved surfaces, replacement of pavement with new binder and surface courses, construction of curbing, and installation of new parking lot landscaping and bicycle parking facilities. Construction, alteration or addition does not include maintenance activities such as replacement of existing landscaping, repair of existing curbing, ordinary repairs, sealing, re-striping or placement of surface course pavement over previously paved areas.

**B. Permitted Vehicle Parking Locations**

**1. Residential Uses**

- a. All required off-street vehicle parking spaces for residential uses and the residential component of mixed-use developments must be located on the same lot as the building or use served.

- b. For single-family, two-family and townhouse dwellings, required vehicle parking spaces are permitted in private driveways or parking pads, but must not encroach onto the public right-of-way. Tandem vehicle parking is permitted for residential uses but both spaces must be allotted to the same dwelling unit and located on the same lot as the dwelling.
- c. No off-street vehicle parking is permitted in any required front yard or in front of the front building line. This does not include parking in a permitted driveway. However, all driveways must access a legal parking space.
- d. For single-family and two-family dwellings where there is alley access, all vehicle parking areas must be accessed from the alley and all vehicle parking areas must be located in the rear yard.

## 2. Non-Residential Uses

- a. Vehicle parking for a non-residential use may be located within three-hundred (300) feet of the use served. If off-street vehicle parking spaces are located within three-hundred (300) feet of the principal use, they must meet the following requirements.
  - i. The three-hundred (300) foot distance is measured as a person walks, using the nearest point of the lot on which its required parking will be provided.
  - ii. When vehicle parking for a non-residential use is located within three-hundred (300) feet of the use, the parking lot must be located in a non-residential district. However, if the non-residential use is an institutional use, such as a place of worship or educational facility, the parking lot within three-hundred (300) feet may be located within a residential district.
- b. Vehicle parking is prohibited in the front yard or in front of the front building line for non-residential uses in all Historic Core and Historic Urban Neighborhood Districts and the C1 District.
- c. Accessory off-street parking lots serving non-residential uses of property may be permitted in a residential district as conditional use and are subject to the following requirements:
  - i. The parking lot must be accessory to and used in connection with one (1) or more non-residential uses located in an adjoining district.
  - ii. The parking lot must be used solely for the parking of passenger automobiles.
  - iii. Each entrance to and exit from said parking lot must be at least five (5) feet from any lot property located in the residential district, except where ingress and egress to the parking lot is provided from a public right-of-way that separates the lot from other residential lots.
  - iv. When the operation of the non-residential use is discontinued or abandoned, the conditional use expires. The conditional use approval may not be transferred to a new use.

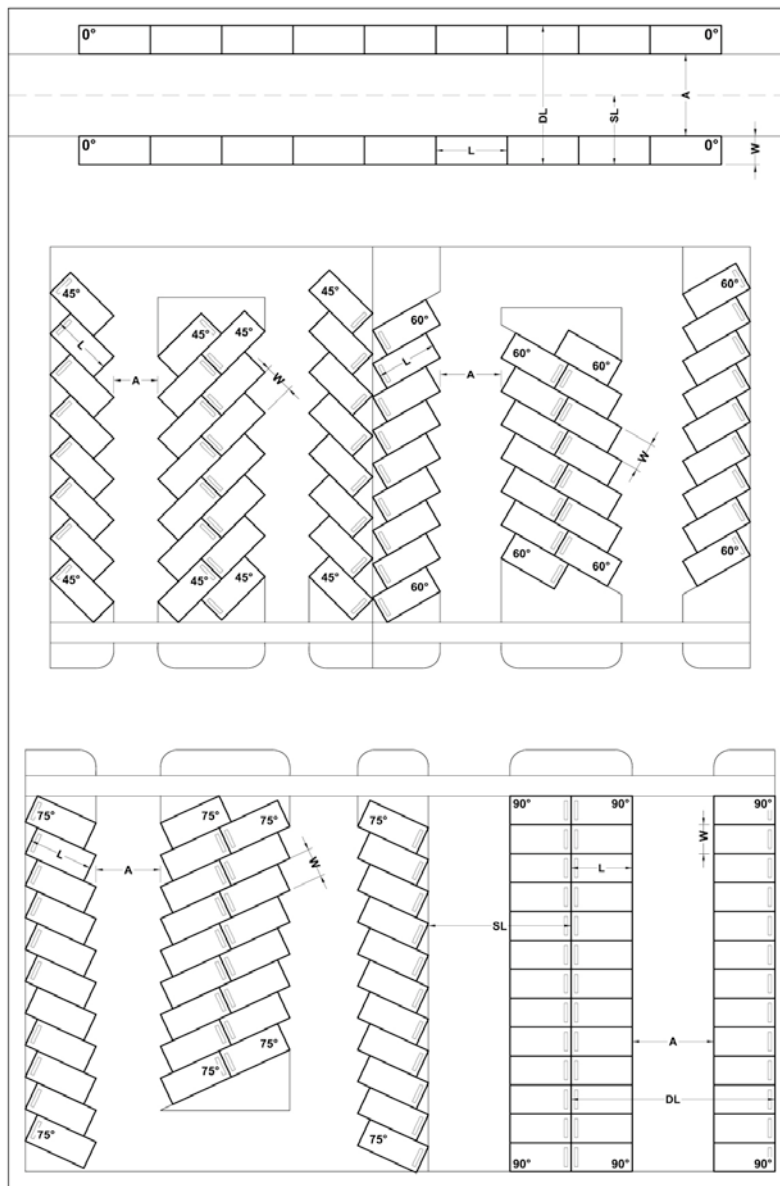
**C. Dimensions of Vehicle Parking Spaces**

1. Off-street vehicle parking spaces must be designed in accordance with Figure 22-1: Off-Street Parking Dimensions (Standard).
2. All vehicle parking spaces must have a minimum vertical clearance of seven feet six inches (7' 6").
3. A maximum of thirty percent (30%) of the vehicle spaces in any parking facility may be designated and labeled as compact car spaces. A compact car parking space must be a minimum of seven feet six inches (7' 6") in width and a minimum of sixteen (16) feet in length.

**D. Access Requirements for Off-Street Vehicle Parking Areas**

1. Each off-street vehicle space must open directly upon an aisle or driveway of adequate width to provide access to a vehicle parking space. All off-street vehicle parking facilities must provide access in a manner that least interferes with traffic movement. For all uses except single-family and two-family dwellings, the parking area must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out.
2. All required off-street parking facilities must have vehicular access from a street, alley, driveway or cross-access connection.
3. Within off-street parking lots and structures, one-way traffic aisles must be a minimum of twelve (12) feet in width and two-way traffic aisles must be a minimum of twenty-four (24) feet in width. Furthermore, all aisles must be designed in accordance with Figure 22-1.
4. For parking structures that provide a deceleration lane leading to the entrance, the entrance ticket dispensers or access card point, including gates, must be located at a distance sufficient to accommodate two (2) spaces for vehicles a minimum of twenty (20) feet in length for each space. When a deceleration lane is not provided, the entrance ticket dispensers or access card and gates must be located at a distance sufficient to accommodate four (4) spaces for vehicles a minimum of twenty (20) feet in length for each space.
5. A sight-distance triangle must be provided for each driveway access point for a parking structure. The triangle is measured from the point where each side of the driveway intersects the property line. At the point of intersection at each side of the driveway and the property line, a line of ten (10) feet in length must be drawn toward the interior of the structure to form the sight-distance triangle. Parking, fencing, planting material or other obstructions taller than one (1) foot in height that would block the view of the driver are prohibited in the sight-distance triangle. (See Figure 22-2: Sight-Distance Triangle for Parking Structure Driveways)

FIGURE 22-1: OFF-STREET PARKING DIMENSIONS (STANDARD SPACE)

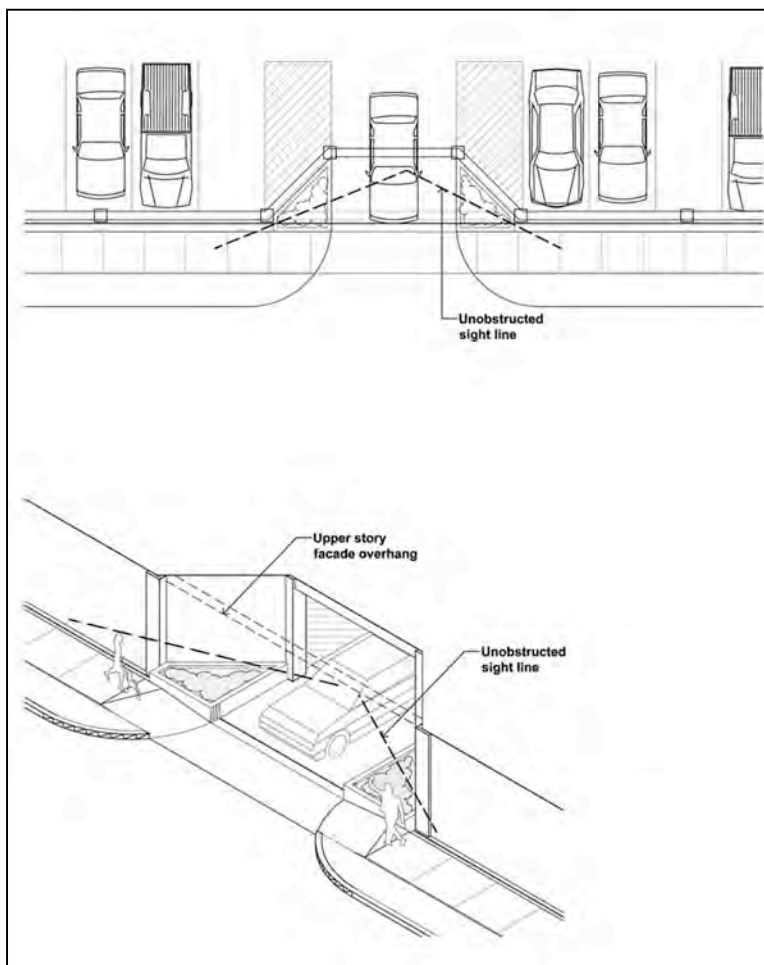


Parking Angle	Stall Width (W)	Stall Length (L)	Aisle Width (A)	Single Loaded Module <sup>2</sup> Width (SL)	Double Loaded Module <sup>2</sup> Width (DL)
0°	8.5'	21'	12' / 24' <sup>1</sup>	20.5' / 32.5' <sup>1</sup>	29' / 41' <sup>1</sup>
45°	8.5'	18'	13'	32'	51'
60°	8.5'	18'	18'	38'	58'
75°	8.5'	19'	20'	40.8'	61.6'
90°	8.5'	18'	24' <sup>1</sup>	42' <sup>1</sup>	60' <sup>1</sup>

<sup>1</sup> Two-way traffic permitted

<sup>2</sup> A module is defined as a drive aisle with automobiles parked on each side of the drive aisle.

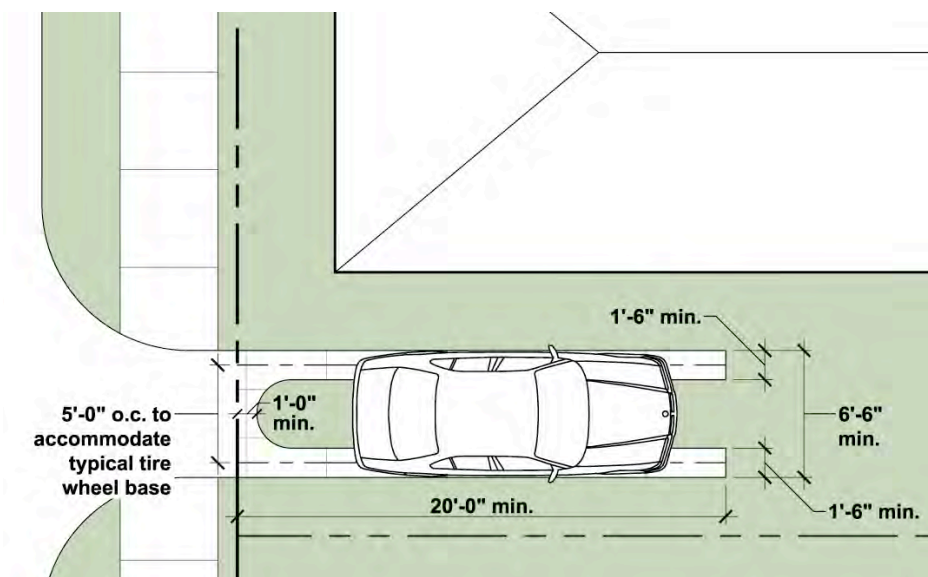
FIGURE 22-2: SIGHT-DISTANCE TRIANGLE FOR PARKING STRUCTURE DRIVEWAYS



### E. Surfacing

1. All surface parking lots must be paved with a durable, all-weather material, such as concrete or asphalt, or a semi-pervious material, such as permeable pavers, porous asphalt, porous concrete, grass-crete or gravel-crete. All uneven slabs must be resurfaced to provide a smooth surface.
2. All single-family and two-family dwellings are permitted to construct driveways that consist of two (2) concrete wheel strips, each of which is at least eighteen (18) inches wide and at least twenty (20) feet long. A permeable surface, such as turf, must be maintained between such wheel strips. (See [Figure 22-3: Parallel Parking Strips](#))
3. Shells, gravel, crushed stone and bare earth are permitted paving materials only in the Open Space and Rural Development Districts.

FIGURE 22-3: PARALLEL PARKING STRIPS



#### F. Striping

Off-street parking areas of more than ten (10) spaces must be marked by painted or paver lines maintained in clearly visible condition, curbs or other means to indicate individual spaces. Signs or markers should be used as necessary to insure efficient and safe circulation within the lot. Vehicle parking spaces for handicapped persons must be identified with the appropriate sign and visible at all times of the year, regardless of plant growth or similar conditions.

#### G. Curbing and Wheel Stops

Wheel stops or curbing must be provided to prevent vehicles from damaging or encroaching upon any adjacent parking or loading space, sidewalk, landscaped area or parking lot island, fence, wall or building. Within non-residential or mixed-use development parking lots, box curbs at least six (6) inches in height are required.

#### H. Drainage and Maintenance

1. Off-street parking facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys, and surfaced with erosion-resistant material in accordance with applicable City specifications.
2. Any new surface parking lot with twenty-five (25) or more vehicle parking spaces or additions to existing parking lots of twenty-five (25) or more vehicle parking spaces must be designed to filter or store the first inch of rainwater during each rain event. This can be accomplished through the use of pervious paving, rain gardens, bioswales, detention areas, constructed wetlands, and other methods deemed appropriate by the Executive Director of the City Planning Commission and the Department of Public Works. Where installed, detention areas should be appropriately designed and located to filter, store and convey the expected stormwater flows from surrounding paved areas.

3. Off-street parking areas must be maintained in a clean, orderly and dust-free condition at the expense of the owner or lessee. A minimum of one (1) litter receptacle must be included in any parking lot.

**I. Lighting**

Parking lot lighting must comply with Section 21.5 (Exterior Lighting). Adequate lighting must be provided if off-street parking spaces are to be used at night. All lighting must be arranged to eliminate glare on residential property by location of light fixtures or use of fixtures designed to eliminate direct view of luminaries in fixtures from residential property.

**J. Landscaping and Screening**

All parking lots must be landscaped in accordance with Article 23 (Landscaping and Screening).

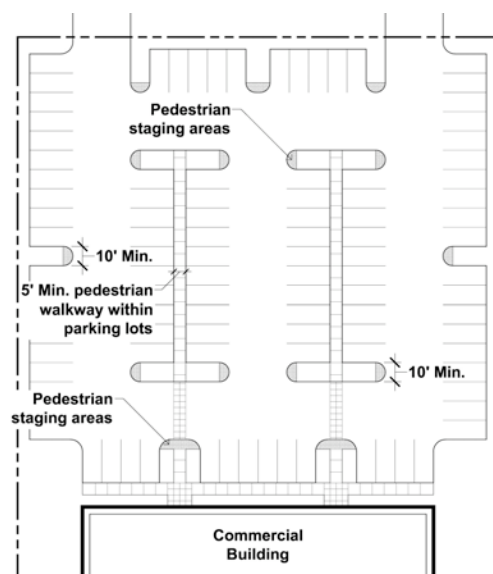
**K. Hydraulic Lifts**

All hydraulic lifts must be located within a parking structure.

**L. Pedestrian Walkway Design within Parking Areas**

1. Clearly delineated crosswalks of concrete paving, brick paver, bituminous brick pattern stamping or painted striping must connect landscaped areas and parking lot islands to building entrances to improve safe passageway for pedestrians. Curb cuts must be included on landscaped areas or islands where such crosswalks are located.
2. In a retail development, pedestrian staging areas are required to separate automobiles from pedestrians. Such landscaped areas or parking lot islands must be ten (10) feet in width. Pedestrian walkways within parking lots must be at least five (5) feet in width and must parallel drive aisles. (See Figure 22-4: Pedestrian Walkways)
3. A bump-out area must be provided at the building entry to slow vehicle speeds in the lanes next to the building entry and at designated pick-up and drop-off areas. Pick-up and drop-off lanes must be parallel to vehicle circulation lanes.
4. The use of semi-pervious material, such as permeable pavers, porous asphalt, porous concrete, grass-crete or gravel-crete for pedestrian circulation systems is encouraged.

FIGURE 22-4: PEDESTRIAN WALKWAYS



## 22.8 DRIVEWAY AND PARKING PAD DESIGN

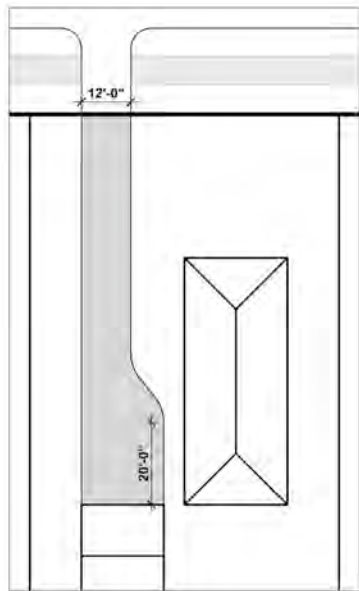
### A. Driveway Design

#### 1. Residential Driveways, Excluding Multi-Family and Townhouse Dwellings

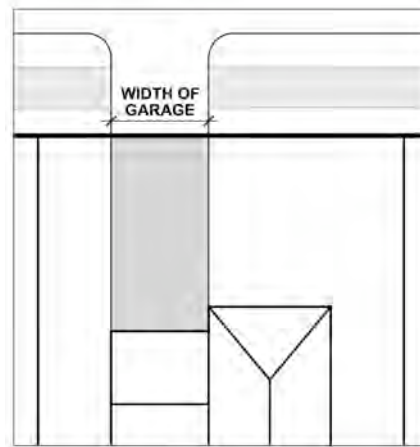
- a. A residential driveway that provides access to a detached garage is limited to twelve (12) feet in width. A driveway apron, the width of the garage, as measured from the garage walls, is permitted to extend for a distance (depth) of twenty (20) feet from the garage doors before tapering back to the required driveway width for access to the additional spaces. Driveways that do not terminate in a garage are limited to twelve (12) feet in width. (See [Figure 22-5: Residential Driveway Width](#))
- b. A residential driveway that provides access to an attached garage is limited to the width of the garage.
- c. Driveways must be located a minimum of one (1) foot from the side lot line. However, a residential driveway may be shared by adjacent lots. This shared driveway location is only allowed if agreed to by the owners of each lot, and the agreement is recorded as a shared driveway servitude on each plat of survey and submitted to the Department of Safety and Permits.

FIGURE 22-5: RESIDENTIAL DRIVEWAY WIDTH

DETACHED GARAGE DRIVEWAY WIDTH



ATTACHED GARAGE DRIVEWAY WIDTH



2. Multi-Family and Townhouse Dwellings, and Non-Residential Driveways

- a. Except for access to loading berths, driveways are limited to twenty-four (24) feet in width. Driveways must be a minimum of twelve (12) feet for one-way drives, and a minimum of twenty-four (24) feet for two-way drives.
- b. Driveways, off-street parking areas and access aisles for multi-family residential and non-residential parking lots must be designed in accordance with [Figure 22-1](#).

B. Curb Cuts

- 1. Curb cuts must be limited to as few as possible, as determined by site plan review and the permission of the Department of Public Works. Single-family and two-family dwellings are limited to one (1) curb cut, except as permitted below.
  - a. Circular drives are permitted only in the Rural Residential and Suburban Neighborhood Districts, except in the S-LRS1 District where they are prohibited. Circular drives must meet all of the following standards:

**[NOTE: We would like public input to determine if the above permission is appropriate for all Suburban Neighborhood Districts.]**

- i. An area is provided in the drive for a parking space. The parking space within the circular drive must be set back so that it is not located in the required minimum front yard.

- ii. There is a minimum of three (3) feet between the drive and the side lot lines.
  - iii. The lot width is fifty (50) feet or greater.
  - iv. Approval is received from the Department of Public Works regarding the curb cuts.
  - v. None of the required yard and bulk requirements are violated.
- b. In the Suburban Neighborhood Districts, where existing two-family dwellings have been developed with two (2) curb cuts serving two (2) driveways, the curb cut and driveway configurations are deemed conforming and may be repaired, maintained and replaced.
2. Curb cuts are limited to a maximum width of twenty-four (24) feet for two-way circulation, and a maximum width of twelve (12) feet for one-way circulation.
3. Curb cuts are prohibited over the critical root zone of any tree. The critical root zone is a circular area which has a radius of twelve (12) inches to every one (1) inch in diameter of trunk taken at four and one-half (4.5) feet above grade, and must be verified by the Parks and Parkway Commission.
4. Notwithstanding any other provisions of this Article, curb cuts for off-street parking or loading facilities are prohibited on the streets listed below. If no other means of vehicle access is available on these streets, a conditional use may be applied for but, as part of the evaluation, the Department of Public Works must certify that there is no way to provide access on some other street. The following streets are restricted:
- a. Diamond Street, Tchoupitoulas Street to South Peters Street
  - b. Commerce Street, St. Joseph Street to Lafayette Street
  - c. Lafayette Street, Loyola Avenue to Convention Center Boulevard
  - d. Natchez Street, Camp Street to South Peters Street
  - e. Commercial Place, St. Charles Street to Camp Street
  - f. Union Street, South Rampart Street to St. Charles Street
  - g. Exchange Place, Canal Street to Iberville Street
  - h. St. Charles Avenue, Poydras Street to Lee Circle
  - i. Poydras Street, Claiborne Avenue to Convention Center Boulevard
  - j. Canal Street, Claiborne Avenue to Mississippi River

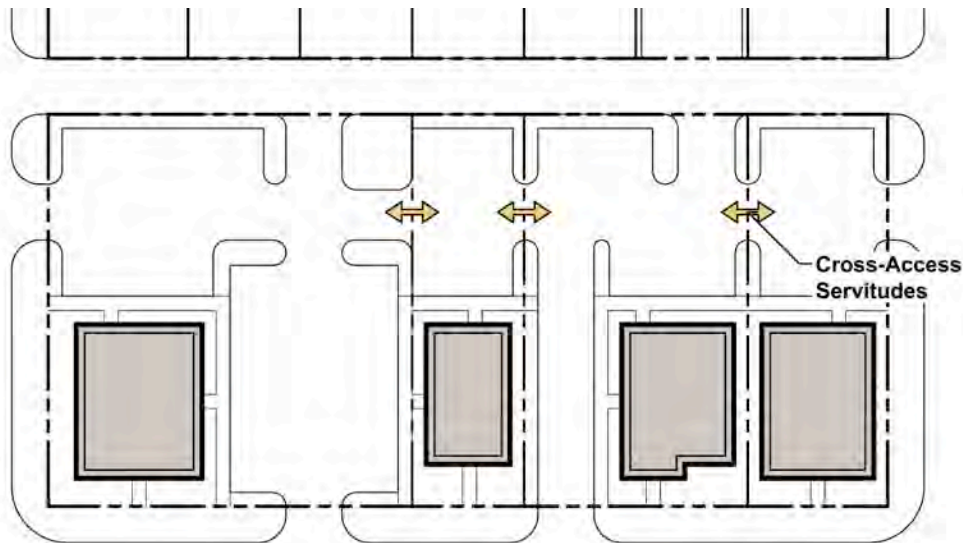
**C. Cross-Access Servitudes**

1. Adjacent commercial uses that possess dedicated parking areas are encouraged to provide a cross-access drive to allow circulation between sites. For new commercial, office and service uses, a system of joint use driveways and cross-access servitudes is encouraged where feasible. Commercial property owners are encouraged to pursue cross-access with neighboring property owners at the time of site plan review. If cross-

access is provided, the Director of Department of Safety and Permits may require that the property owner provide proof that adjacent property owners have been contacted in writing regarding the provision of cross-access. See Figure 22-6: Cross-Access Servitudes.

2. Joint use driveways and cross-access servitudes must incorporate the following:
  - a. A minimum width of twenty-four (24) feet to ensure two-way travel aisles to accommodate automobiles, service vehicles and loading vehicles.
  - b. Bump-outs and other design features to make it visually obvious that the abutting properties are tied together.
  - c. A unified access and circulation plan for coordinated or shared parking areas.
3. Pursuant to this section, property owners who establish cross-access servitudes must:
  - a. Record a servitude allowing cross-access to and from properties served by the joint use driveways and cross-access servitude.
  - b. Record a servitude that remaining access rights along the roadway will be dedicated to the City, and that any pre-existing driveways will be closed and eliminated after construction of the joint-use driveway.
  - c. Record a joint maintenance agreement defining the maintenance responsibilities of each property owner.

**FIGURE 22-6: CROSS-ACCESS SERVITUDES**



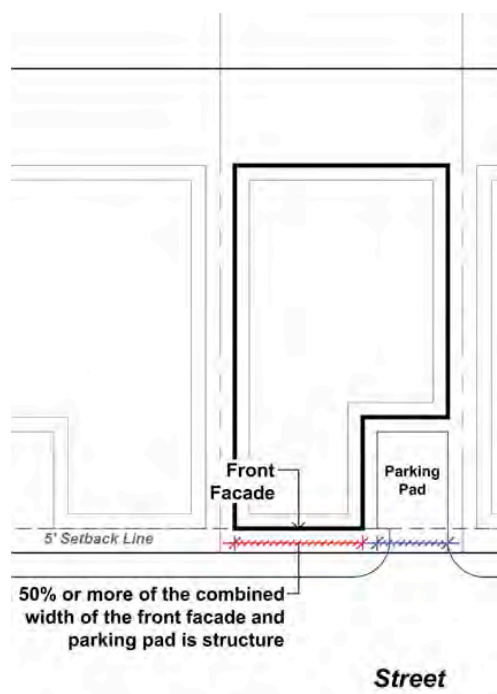
**D. Parking Pad Design for Single-Family and Two-Family Residential Uses**

Single-family and two-family dwellings are permitted a paved parking pad, subject to the following requirements:

1. Parking pads are prohibited in the required front yard or required corner side yard.

2. Parking pads are prohibited between the front façade and the front lot line and must be located behind the front building line of the house. The parking pad must be of sufficient depth so that the parked auto does not encroach into the required front yard. At least fifty percent (50%) or more of the combined width of the front building line and parking pad must be the principal structure. (See [Figure 22-7: Parking Pad Design](#))
3. Parking pads may be located within the required interior side or rear yard but must be located three (3) feet from any lot line.
4. All driveways must comply with the requirements of Paragraph A above.
5. The maximum coverage requirements for the lot may not be exceeded to accommodate a parking pad.
6. Parking pads may be surfaced with a semi-pervious material, such as permeable pavers, porous asphalt, porous concrete, grass-crete or gravel-crete. Parking pads must be designed so that they do not hold standing water and drain toward the front of the lot.

**FIGURE 22-7: PARKING PAD DESIGN**



## 22.9 ACCESSIBLE VEHICLE PARKING REQUIREMENTS

All parking lots must comply with the “ADA Accessibility Guidelines for Buildings and Facilities” regulations issued by federal agencies under the Americans with Disabilities Act of 1990 (ADA) for the amount and design of accessible vehicle parking spaces required in parking lots and structures.

## 22.10 VEHICLE STACKING SPACES FOR DRIVE-THROUGH FACILITIES

Every drive-through facility must provide a minimum of three (3) vehicle stacking spaces per bay, unless otherwise required by Table 22-1: Off-Street Vehicle Parking Requirements or this Ordinance. Vehicle stacking spaces provided for drive-through uses must be:

- A. A minimum of nine (9) feet in width, as measured from the outermost point of any service window to the edge of the driveway, and eighteen (18) feet in length. (See Figure 22-8: Measurement of Drive-Through and Figure 22-9: Stacking Spaces)
- B. Placed in a single line behind the drive-through facility.
- C. Located so that, when in use, they do not obstruct ingress or egress to the site and do not obstruct access to required parking or loading spaces.
- D. Stacking spaces must begin behind the vehicle parked at a last point of service, such as a window or car wash bay.

**FIGURE 22-8: MEASUREMENT OF DRIVE-THROUGH**

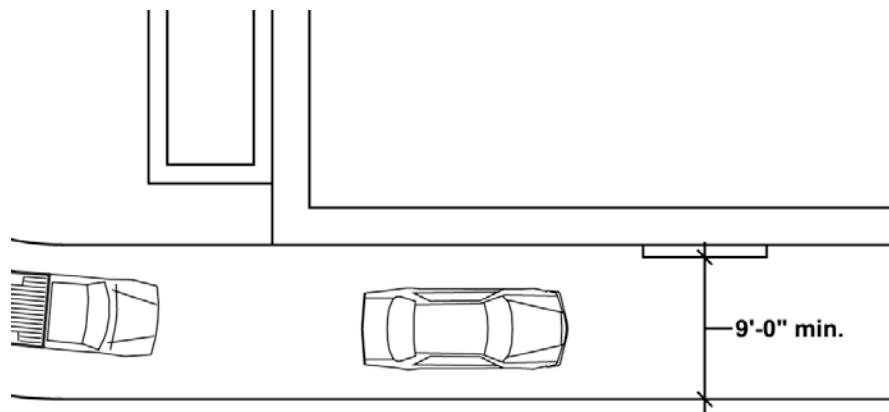
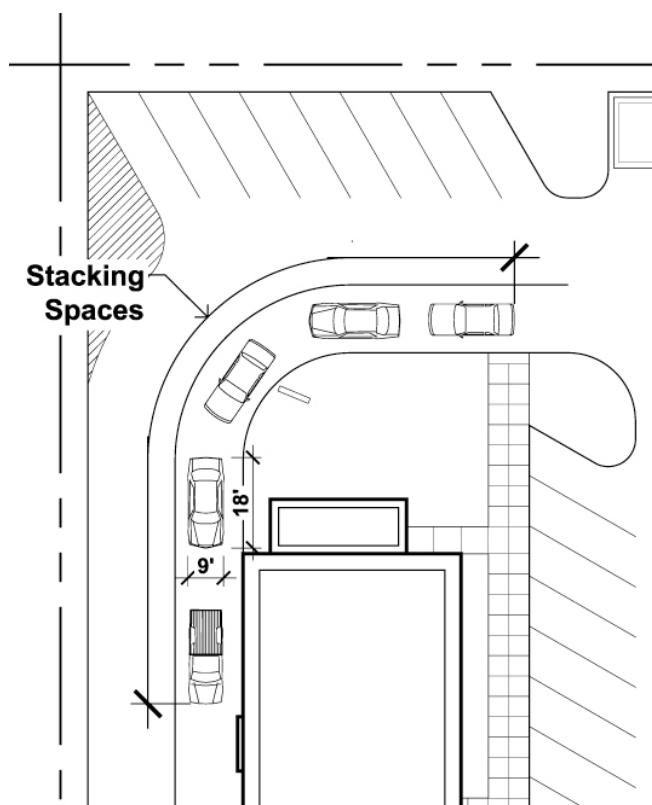


FIGURE 22-9: STACKING SPACES



## 22.11 DESIGN OF BICYCLE PARKING SPACES

### A. Location

1. The bicycle parking area must be convenient to building entrances and street access, but may not interfere with normal pedestrian and vehicle traffic.
2. Bicyclists must not be required to travel over stairs to access parking.
3. All required bicycle spaces must be located on the same lot as the use or within fifty (50) feet of the lot when on private property. The property owner may also make suitable arrangement with the Department of Property Management to place bike parking spaces in the public right-of-way. Parking in the public right-of-way must be within fifty (50) feet of the zoning lot.
4. Short-term bicycle parking spaces must be located no more than fifty (50) feet from the principal building entrance and at the same grade as the sidewalk or an accessible route
5. Long-term bicycle parking spaces must be located in a covered area that is easily accessible from the public-right-of-way and building entrances.
6. Required bicycle parking for residential uses may be provided in garages, storage rooms and other resident-accessible, secure areas. Spaces within dwelling units or on balconies do not count toward satisfying bicycle parking requirements.

**B. Design**

1. Required bicycle spaces must have a minimum dimension of two (2) feet in width by six (6) feet in length, with a minimum overhead vertical clearance of seven (7) feet. Each required bicycle parking space must be accessible without moving another bicycle. There must be an aisle at least (five) 5 feet wide between each row of bicycle parking to allow room for bicycle maneuvering.
2. The area devoted to bicycle parking must be surfaced as required for vehicle parking areas.
3. All long-term bicycle parking spaces must be covered, which can be achieved through use of an existing overhang or covered walkway, weatherproof outdoor bicycle lockers or an indoor storage area. Where bicycle parking is not located within a building or locker, the cover design must be of permanent construction, designed to protect bicycles from rainfall and with a minimum overhead vertical clearance of seven (7) feet.
4. Bicycle parking facilities must provide lockable enclosed lockers or racks, or similar structures, where the bicycle may be locked by the user. Racks must permit the bicycle frame and one (1) wheel to be locked to the rack and support the bicycle in a stable position. Structures that require a user-supplied locking device must be designed to accommodate U-shaped locking devices. All lockers and racks must be securely anchored to the ground or a structure to prevent the racks and lockers from being removed from the location.
5. If required bicycle parking facilities are not visible from the street or principal building entrance, signs must be posted indicating their location. Signs must meet the requirements of Article 24 (Signs).

**22.12 DESIGN OF OFF-STREET LOADING SPACES****A. Location**

All off-street loading spaces must be located on the same lot as the use served. No off-street loading spaces may project into a public right-of-way. No off-street loading space is permitted in a front yard.

**B. Dimensions**

1. All required off-street loading spaces must be a minimum of twelve (12) feet in width, and a minimum of thirty-five (35) feet in length, exclusive of aisle and maneuvering space, and maintain a vertical clearance of at least fourteen (14) feet.
2. Loading spaces for a funeral home may be reduced in size to ten (10) feet by twenty-five (25) feet and vertical clearance reduced to eight (8) feet.
3. Structures that are fifty (50) years of age or older and maintain loading spaces that do not comply with the dimensions of this section, are deemed legally conforming in terms of loading space dimensions. If new loading spaces are constructed, such spaces may be designed to match the dimensions of existing loading spaces rather than the requirements of this section.

**C. Surfacing**

All off-street loading spaces must be paved with a durable, all-weather material, such as concrete or asphalt.

**D. Drainage and Maintenance**

Off-street loading facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys, and surfaced with erosion-resistant material in accordance with applicable City specifications. Off-street loading areas must be maintained in a clean, orderly and dust-free condition at the expense of the owner or lessee

**E. Access Control and Signs**

Each required off-street loading space must be designed with adequate means of vehicular access to a street or alley, in accordance with Article 24 (signs), and in a manner that will minimize interference with traffic movement.

**F. Lighting**

Loading facility lighting must meet the requirements of Section 21.5 (Exterior Lighting). Illumination of an off-street loading facility must be arranged so as to deflect the direct rays of light away from adjacent properties and streets.

**G. Landscaping and Screening**

All loading facilities must be landscaped and screened in accordance with Article 23 (Landscaping and Screening).

**22.13 STORAGE OF COMMERCIAL VEHICLES**

The following restrictions apply to the parking or storage of commercial vehicles on property zoned for residential use.

- A.** No commercial vehicle may be parked on any public right-of-way in a residential district, except for vehicles engaged in loading or unloading or current work being done to the adjacent premises.
- B.** No stored or parked commercial vehicle may be occupied or used for human habitation.
- C.** Only standard size passenger motor vehicles including, but not limited to, vans, sports utility vehicles (SUVs), standard passenger size livery vehicles, and pick-up trucks are permitted to be stored or parked outdoors overnight on on lots in residential districts.
- D.** Permitted commercial vehicles, as described in Paragraph C above, include vehicles owned and used for commercial purposes by the occupant of a dwelling or guest, provided that the vehicle is stored or parked in a permitted parking area. Permitted commercial vehicles may include the logo of the commercial business painted on or applied to the vehicle. All other commercial vehicles including, but not limited to, semi-truck tractor units, with or without attached trailers, commercial trailers, buses, tow trucks, construction vehicles, livery vehicles that exceed standard passenger vehicle size, such as limousines, or other large commercial vehicles are not permitted to be stored or parked outside overnight on residentially-zoned property.

## 22.14 STORAGE OF RECREATIONAL VEHICLES

For the purposes of this Article, recreational vehicles include all trailers, campers, motor homes, boats, pop-up campers, and trailers that transport recreational vehicles such as boats and jet-skis. Boats and boat trailers are limited to twenty-five (25) feet in length.

- A. No recreational vehicle or trailer licensed to transport recreational vehicles or equipment may be parked in the public right-of-way or the front or interior side yard of a residential district for more than forty-eight (48) hours.
- B. Recreational vehicles may be stored in a residential district either within a fully enclosed structure or carport, or within the rear yard. If stored in the rear yard, the recreational vehicle must be located at least three (3) feet from any lot line and screened from view from the public right-of-way, excluding alleys, by a solid screen fence or masonry wall at least six (6) feet in height. If the recreational vehicle is screened by an existing structure or landscaping so that it is not visible from the public right-of-way, excluding alleys, it will be considered to have met these requirements. Temporary storage tents for recreational vehicles are not permitted.
- C. No recreational vehicle may be used for living, sleeping or housekeeping purposes in any zoning district, and may not be hooked up to any public utilities.
- D. All recreational vehicles must be maintained in mobile condition. No recreational vehicle may be parked or stored in such manner as to create a dangerous or unsafe condition on the lot where parked or stored. If the recreational vehicle is parked or stored, whether loaded or not, so that it may tip or roll, it is considered to be a dangerous and unsafe condition.
- E. This section does not apply to recreational vehicles offered for-sale in an approved outdoor sales and display area of a recreational vehicle dealership or within a recreational vehicle park.

## 22.15 PERMITTED OFF-STREET VEHICLE PARKING EXEMPTIONS

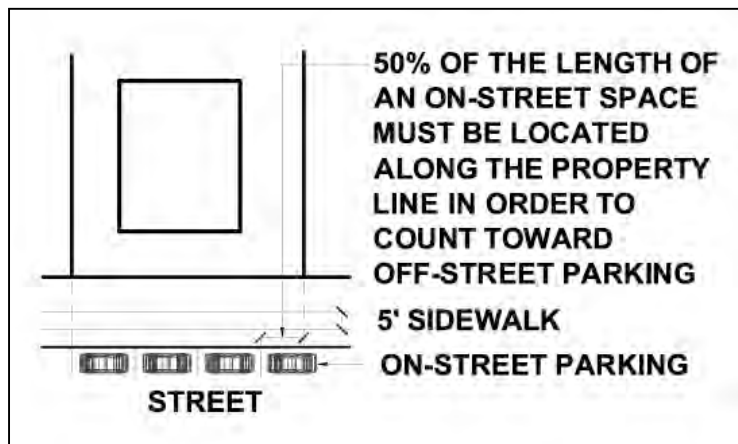
### A. Exemptions from Parking Requirements

- 1. All Historic Core Neighborhood, HU-B1A and HU-B1 Districts, and the Central Business District are exempt from all off-street parking requirements.
- 2. In the Historic Urban Neighborhood, all single-family and two-family dwellings on lots of thirty (30) feet or less in lot width are exempt from all off-street parking requirements.
- 3. The principal use "neighborhood commercial use" is exempt from all off-street parking requirements.
- 4. In the Historic Urban Neighborhood, where forty percent (40%) of existing single-family or two-family dwellings on a blockface, as of the effective date of this Ordinance, have been developed with no off-street parking, a single-family or two-family dwelling on that blockface may be rebuilt without off-street parking.
- 5. The first five-thousand (5,000) square feet in gross floor area for commercial uses in the HU-MU, C1, C2 and MU-1 Districts are exempt from the parking requirements of [Table 22-2](#). Those commercial uses five-thousand (5,000) square feet or less in gross floor area located within a shopping center configuration are not eligible for this exemption and must provide the required parking for a shopping center.

## B. On-Street Spaces to Count Toward Parking Requirements

1. In the HU-MU, C1, C2 and MU-1 Districts, on-street parking spaces, including those spaces located within neutral grounds, located along the front or side property line may be counted toward required off-street parking spaces for commercial uses. New on-street parking spaces may also be created to count toward required off-street parking but must be located along the side or front property line, and must be accessible twenty-four (24) hours a day. At least fifty percent (50%) of the width of an on-street space must be located along the property line of the property under consideration in order to count toward off-street parking requirements. In a multi-tenant structure, all commercial tenants may utilize this provision. (Figure 22-10: On-Street Parking Space Consideration Standard)
2. Any subsequent change in the availability of on-street parking used to meet off-street parking requirements requires proof that the minimum parking requirements, per this Article, have been met. When on-street parking is made unavailable, the use has one-hundred eighty (180) days from that date to accommodate all required off-street parking or to apply for a variance. If the use cannot accommodate the parking or fails to apply for a variance, then the certificate of occupancy will be revoked. The certificate of occupancy may be reinstated when the required parking is provided or a variance is approved.

**FIGURE 22-10: ON-STREET PARKING SPACE CONSIDERATION STANDARD**



### 22.16 COLLECTIVE AND ALTERNATING PARKING

- A. Off-street parking spaces for separate uses may be provided collectively if the spaces provided equals the sum of the spaces required for each use separately. Also, off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Table 22-5: Collective Parking Calculation. Table 22-5 is applied in the following manner:
  1. The required number of spaces for each use is calculated according to Table 22-1.
  2. The required number of spaces for each use is then applied to the percentages for each time, according to the appropriate land use category, in Table 22-5 to determine the number of required spaces. This is done for each time category.

3. The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

TABLE 22-5: COLLECTIVE PARKING CALCULATION						
LAND USE	Weekday			Weekend		
	Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	6pm-Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	70%	60%
Restaurant	50%	30%	70%	5%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	10%	70%	5%	70%	100%
Office	5%	100%	5%	0%	10%	10%
Industrial	5%	80%	5%	0%	10%	10%

- B. An off-street parking facility may be alternately shared between two (2) or more uses, provided that use of such facility by each user does not occur at the same time. No shared use of parking spaces is permitted unless:
  1. Approval is obtained from the Director of the Department of Safety and Permits that confirms that the use of such facility by each user does not take place at the same hours during the same days of the week.
  2. The users of the shared parking facility must record an agreement to share parking facilities. A copy of the recorded agreement must be filed with the Department of Safety and Permits.
  3. All location and design requirements of this Article are met. However, such parking facility may be located within six-hundred (600) feet of both uses.
  4. Any subsequent change in use requires proof that the minimum parking requirements have been met. When shared parking is no longer available, the use has one-hundred eighty (180) days from that date to accommodate all required off-street parking or to apply for a variance. If the use is unable to accommodate the parking or fails to apply for a variance, then the certificate of occupancy will be revoked. The certificate of occupancy may be reinstated when the required parking is provided or a variance is approved. As an alternative to a variance, a new shared parking agreement may be arranged.
- C. A collective or alternating parking arrangement does not qualify for grandfathered parking (Section 22.2.E).

**22.17 LAND BANKED FUTURE PARKING**

The Executive Director of the City Planning Commission may permit land banking of up to twenty-five percent (25%) of the required parking spaces through the site plan review process.

- A. Sufficient evidence must be provided by the applicant that supports the reduced parking needs.
- B. The area proposed for land banking of parking spaces must be an area suitable for parking at a future time.
- C. Landscaping of the land-banked area must be in full compliance of the zoning regulations and, at a minimum, landscaped with live groundcover. As a result of the site plan review process, the Executive Director of the City Planning Commission may require additional landscaping of the land-banked area.

- D. The land banking area cannot be used for any other use.
- E. As part of the site plan review process, the applicant must show the area to be banked on the site plan as “Land-Banked Future Parking.”
- F. The Director of Department of Safety and Permits, on the basis of increased parking demand for the use, will require the conversion of all or part of the land-banked area to off-street parking spaces when needed.

**22.18 FEE-IN-LIEU OF PARKING**

**[NOTE: At this point, we have not designated areas where this is applicable. However, this would be limited to non-residential uses in non-residential districts.]**

- A. A reduction in the required number of off-street parking spaces for non-residential uses in \_\_\_\_\_ Districts may be granted by the City Planning Commission conditioned upon payment, by the owner, of a fee-in-lieu of providing the required parking spaces, such fee established from time to time by resolution of the City Council. Such payment must be placed into a City fund to be used by the City for the acquisition, construction and maintenance of public off-street parking facilities to serve that area.
- B. Upon payment, the property granted the modification in the number of required off-street spaces must be credited permanently by ordinance with the number of spaces for which payment was received by the City.
- C. The parking fee-in-lieu of provision is only applicable for new construction or where additional floor area in excess of five-hundred (500) square feet is added to an existing building. Changes in use within existing buildings do not require payment of a fee-in-lieu.