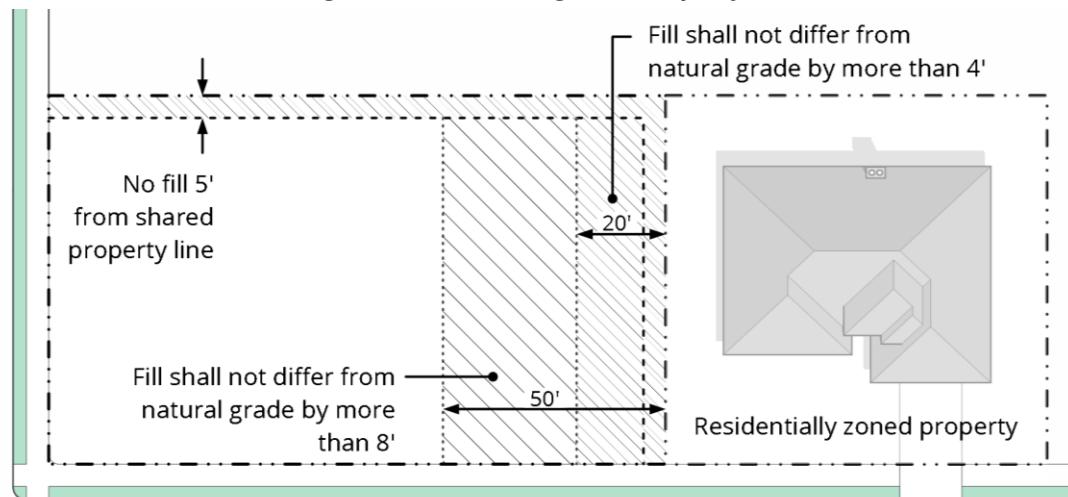


**C. Use Limitations**

1. Where these residential adjacency standards apply, outdoor storage shall not be permitted as principal or accessory use.
2. Drive-through lanes shall not be located within 100 feet of single- to four-family residential zones or uses, unless separated by a principal building, or screening and buffering as described in §4.4.1, *Buffering*, and §4.4.2, *Fences*, or where all owners of adjacent residential property within 100 feet of the drive-through lane provide notarized written consent.

**D. Grading**

1. All grading for subdivision improvements or building permits shall comply with the following:
  - a. No fill shall be placed within five feet of the shared property line.
  - b. Within 20 feet of the shared property line with residentially zoned property, fill depths shall not exceed the natural grade by more than four feet.
  - c. Within 50 feet of the shared property line with residentially zoned property, fill depths shall not exceed the natural grade by more than eight feet. See Figure below.
2. Grading for non-residential development adjacent to residentially zoned property shall not include fill slopes that exceed the pad grades of the adjoining residential development within 20 feet of the property line of the residential development.

**Figure 4.4.3-1: Grading Near Property Line**

3. Exceptions or variations from these standards may be approved with written consent of the adjoining residential property owner or when the decision-making body determines that the proposed variation from the strict application of these standards is consistent with development patterns in the area and would not significantly impact the adjoining residence. Alternative features for compatibility may be required when approving exceptions.

**E. Site and Building Orientation****1. Site Orientation**

- a. To the extent feasible, non-residential developments shall be designed with higher activity areas, such as parking, circulation, loading, and delivery areas, oriented away from any abutting residential uses.
- b. Where site limitations necessitate higher activity levels abutting residential uses, screening and buffering as described in §4.4.1, *Buffering*, and §4.4.2, *Fences*, shall be required.

**2. Building Configuration**

- a. Multi-building developments shall be configured to locate the tallest and largest structures within the core of the site and provide a gradual decrease in building height and mass towards adjacent residential land uses.
- b. Horizontally integrated mixed-use developments shall locate non-residential uses away from the adjacent residential district.

**3. Building Facades**

Developments shall be constructed such that the I design, including roof lines and roof treatments, is consistent on all sides of the building that are visible from public streets or residential districts.

**4. Signage Adjacent to Residential**

- a. No advertising signage shall be permitted on a rear or side building façade that faces an abutting residentially zoned property.
- b. Internally illuminated signs and electronic message signs may not be oriented toward residential districts. Those that are visible to adjacent residential districts may only be illuminated during allowed hours of operation per §X.X, (signs reference).
- c. Additional regulations as described in §X.X, *Signs*, may apply.

**5. Spillover Lighting**

In addition to complying with the general standards in §4.8, Exterior Lighting, development subject to these residential adjacency standards shall comply with the following:

**a. Lighting Standard**

Lighting from a non-residential property shall not create greater than 0.25-foot-candle of spillover light at a property line of any one-to-four family residential zoning district or manufactured home park, and 0.5 spillover light at a property line of a multi-family zone.

**b. Redirecting/Screening of Light Sources**

All sources of light, including security lighting, illuminated signs, vehicular headlights, and other sources, shall be directed away from residentially zoned property; or screened so that the light level stated in provision a, above, is not exceeded.

**c. Lighting Near Residential Areas**

Light fixtures within 100 feet of any one-to-four family residential zoning district shall not exceed 20 feet in height. The Planning and Development Services Department may permit up to an additional ten feet of height provided such lights are a sharp cut-off lighting system and shorter light fixtures are not feasible.

**d. Exclusions for Existing Higher Light Levels**

Where existing light levels already exceed the standards of this article as of [effective date of LDO], the light source may continue to be used, but existing light levels may not increase. If the nonconforming light source is replaced, it shall be required to meet all applicable standards of this LDO.

**6. Noise**

Noise level is governed by Chapter 82, Section 82-9, *Noise Regulations*, in the code of ordinances.

**7. Trash and Recycling Areas**

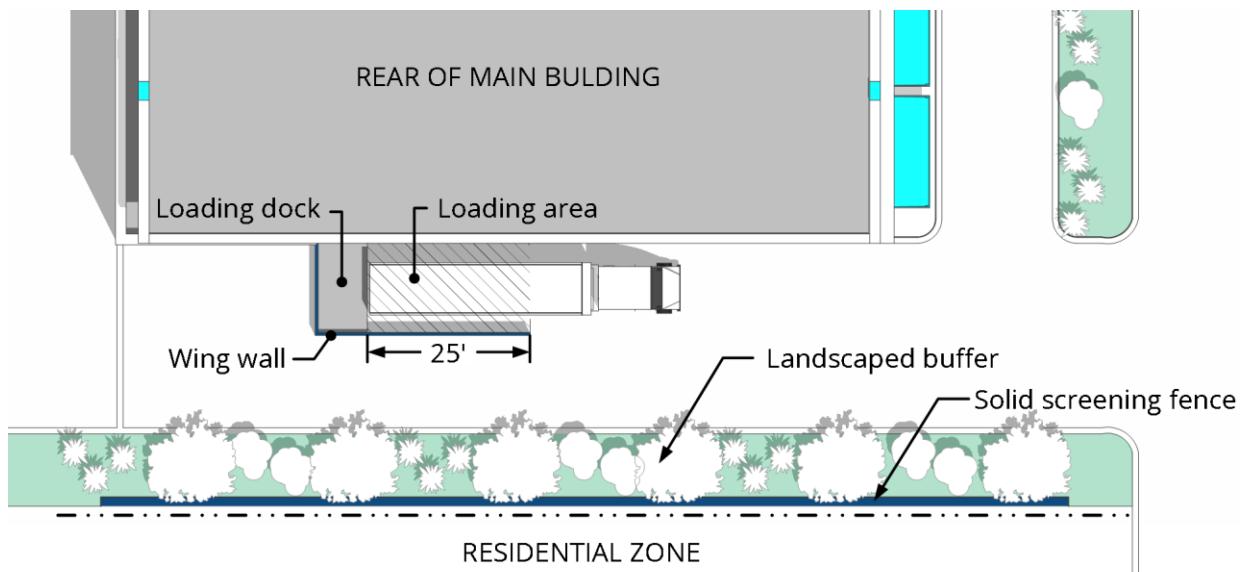
- a. For multi-family and non-residential properties, areas containing outdoor garbage or recycling containers shall not be located within 25 feet of an adjacent residential use or zoning district, unless no other feasible options are available owing to topography such as steep slopes, preservation of heritage trees, or access requirements of the trash service provider.
- b. All trash and recycling areas shall, at a minimum, meet the screening standards described in §4.6.3C, *Trash and Dumpster Screening*, and may be required to incorporate screening

and buffering measures if located less than 25 feet from the adjacent residential use or zoning district.

**8. Off-Street Parking and Loading Areas**

- a. To minimize the impacts of off-street parking and loading areas adjacent to residential uses or zones, these areas shall be established in one or more of the locations listed below. The locations are listed in priority order from highest to lowest; the applicant shall select the highest feasible location from this list and, if applicable, shall demonstrate why that application was selected over other, higher priority locations.
  - i. Adjacent to off-street parking lots serving non-residential uses on abutting lots;
  - ii. Adjacent to lot lines abutting non-residential or mixed-use development;
  - iii. Behind the building;
  - iv. On the side of a corner lot not facing the primary street frontage; or
  - v. Adjacent to lot lines abutting residential uses.
- b. If the parking area for a multi-family, mixed-use, or non-residential development is located within 30 feet of a single- to four-family residential district or use, or the loading area is within 50 feet of any residential district or use, including multi-family, buffering and screening as described in §4.4.1, *Buffering*, shall be provided.
- c. Loading facilities for large tractor trailers (not including package delivery services such as Federal Express or UPS) shall be designed to not directly face residentially zoned property.
- d. In the event that tractor trailer loading facilities are located adjacent to a residential zone or use, in addition to the standards of §4.4.1, *Buffering*, the loading bay(s) and truck loading space(s) shall be fully screened from the adjacent property with a building or a solid screening fence not less than 14 feet in height, plus a wing wall extending at least 25 feet along the length of the loading space. See Figure below.

**Figure 4.4.3-2: Loading Area Design**

**9. Cut-Through Traffic**

- a. Non-residential sites shall orient primary access to the highest classification of street adjacent to the property as indicated on the City's Thoroughfare Plan. While secondary access on to residential local streets may be authorized to facilitate connectivity, the

## Article 4: Development Standards

### 4.4 Buffering and Residential Adjacency

#### 4.4.3 Residential Adjacency

intent of this provision is to minimize cut-through traffic onto local streets that primarily serve adjacent residentially zoned properties.

- b.** Primary access on to residential local streets may be granted if no other alternative is available.
- c.** For non-residential sites that serve the public (grocery stores, other retail uses, restaurants, etc.), multimodal access for pedestrians and bicyclists from adjacent neighborhoods may also be required.

#### 10. Use of Alleys

Commercial truck and automobile traffic shall be prohibited on alleys that are shared with residentially zoned properties between the hours of 10:00 p.m. and 7:00 a.m. This includes, but is not limited to, deliveries, and commercial parking lot access. Garbage collection is not subject to this standard.

## 4.5 Off-Street Parking

### 4.5.1 Purpose<sup>88</sup>

The section establishes regulations for the provision of safe and efficient parking, queueing, and loading facilities in amounts sufficient to meet existing and/or proposed development in New Braunfels, while balancing these needs against equally important safety, environmental, aesthetic, and cultural considerations. Parking, queueing, and loading facilities shall be designed and located in a manner consistent with the desired character and development patterns of the Comprehensive Plan. This section is intended to help protect the public health, safety, and general welfare by:

- A. Avoiding and mitigating traffic congestion;
- B. Avoiding and mitigating the adverse visual and environmental impacts of large concentrations of exposed parking;
- C. Reducing stormwater runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution;
- D. Providing necessary access for service and emergency vehicles;
- E. Providing for safe and convenient interaction between vehicles and pedestrians; and
- F. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city.

### 4.5.2 Applicability<sup>89</sup>

#### A. New Development

All new development shall provide off-street parking, queueing, and loading areas in accordance with the standards of this section, unless otherwise exempt by this code.

#### B. Redevelopment, Expansion or Enlargement

- 1. Any redevelopment, expansion, or enlargement of an existing use that results in an increase of floor area of greater than 15 percent, or any increase in the number of dwelling units, or any expansion or enlargement that requires a special use approval, shall provide additional parking spaces in proportion to the extent of the expansion or enlargement, as required by Table 4-6: *Minimum Required Off-Street Parking*. Additional off-street parking and loading spaces shall be required only to serve the enlarged or expanded area, not the entire building or use.
- 2. When an existing use with nonconforming parking requests approval of any redevelopment, expansion, or enlargement, that use shall be required come into compliance with the requirements of this section, providing the full amount of required parking for the current use to remedy the nonconformity, in addition to providing the additional spaces required by the redevelopment, expansion, or enlargement. The requirement to eliminate the nonconformity may be waived upon approval of a parking demand study as described in §4.5.5A, *Parking Demand Study*, if the study demonstrates the additional parking is not required to serve the current use. Any such approval does not waive the requirement to provide additional parking in proportion to the extent of redevelopment, expansion, or enlargement of the existing use.

<sup>88</sup> New.

<sup>89</sup> Adapted and expanded from 144-5.1-1.

**C. Change of Use**

When a new use or combination of uses requires 25 percent more parking than the previous use or combination of uses, the new use or combination of uses shall provide additional parking spaces in proportion to the increase, as required by Table 4-6: *Minimum Required Off-Street Parking*.

**D. Additional Spaces Required**

As part of any land use application review, the City Council may require the applicant to provide additional parking beyond any minimum or maximum specified in this §4.5, or parking lot improvements such as repaving or change in access, as a condition of approval.

**E. Exceptions to Compliance with this Section****1. Existing Nonconforming Parking<sup>90</sup>**

- a. Where the parking for an existing use does not comply with the requirements of this section, and is deemed a legal nonconforming site feature, the use may continue with the existing nonconforming parking until an expansion of or change to the use triggers the requirement to comply with this section.
- b. A change to the property, such as a rezoning, shall require compliance with all applicable standards in this LDO.

**2. Downtown Parking Exemption<sup>91</sup>**

- a. Buildings existing in the area defined by the boundary shown on Figure 4.5.2-1: *Downtown Parking Exemption Boundaries* are not required to provide off-street parking spaces normally required by this section when a development application proposes to:
  - i. Change the use of the building but not enlarge the building;
  - ii. Reconstruct or renovate but not enlarge the building; or
  - iii. Bring an existing building back into use after being vacant.
- b. Existing parking shall not be removed.
- c. Where an existing building is being enlarged or reconstructed and enlarged by more than 15 percent, parking shall be required for the expanded area only. Expansion is measured cumulatively, so that separate expansions to the same structure or on the same lot that add up to more than ten percent within a span of five years shall be required to meet the parking requirements specified in Table 4-6: *Minimum Required Off-Street Parking*.<sup>92</sup>

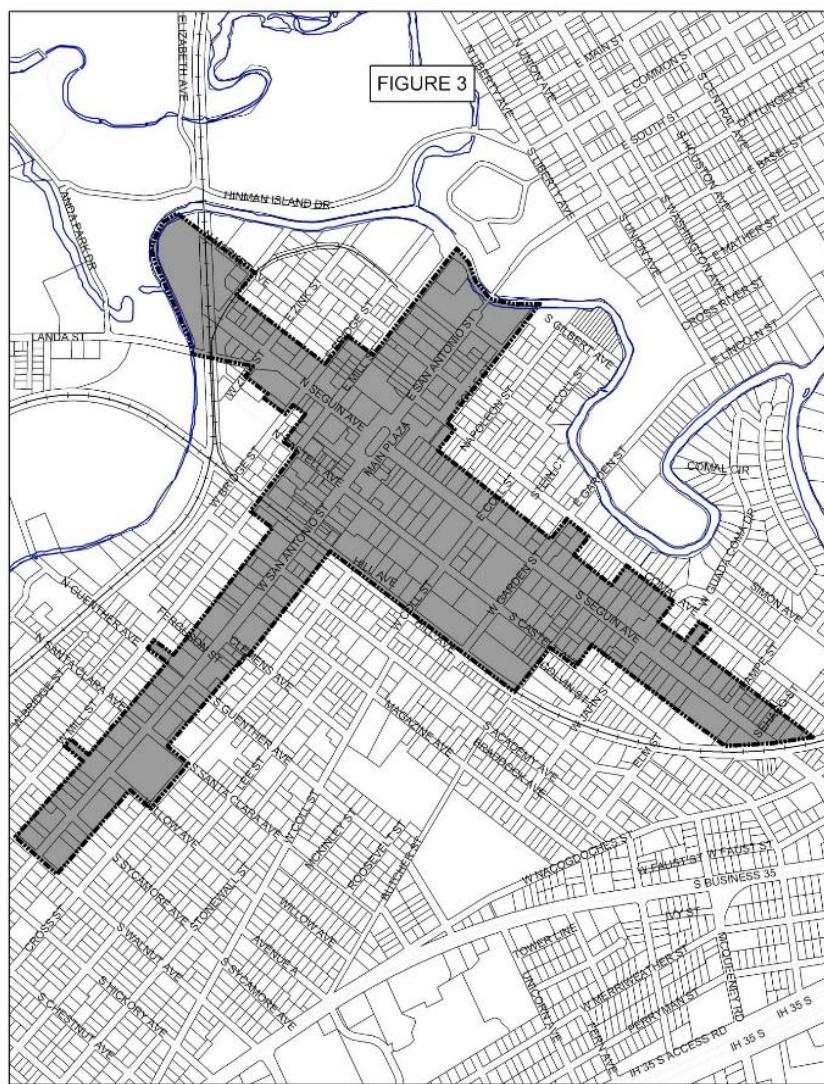
<sup>90</sup> 144-5.1-1.(a), partial, with edits. If a use with nonconforming parking is abandoned, any new use on the site would be required to comply with the requirements of this section. If the abandoned use is to be re-established, should it be required to bring the nonconforming parking up to code standards to receive approval for re-establishment? This question is raised here for consideration; it can be resolved in drafting Installment 3, which will include the Nonconformities section.

<sup>91</sup> 144-5.1. (b). We have carried forward the downtown parking exemption. However, if the community disagrees or thinks the boundaries should be adjusted, this is subject to further discussion. We would also like to add in this subsection any parking exemptions/reductions that apply in designated historic districts, if there are any that apply.

<sup>92</sup> For public discussion purposes in review of this draft, this provision changes the threshold at which it would apply from ten to 15 percent.

d. Where an existing building is being replaced, parking shall be required in accordance with the Reduced Tier column in Table 4-6: *Minimum Required Off-Street Parking*.

**Figure 4.5.2-1: Downtown Parking Exemption Boundaries**



#### **F. Continuing Obligation<sup>93</sup>**

1. The requirements for off-street parking applicable to newly constructed or substantially altered structures, or necessitated by a change of use, shall be a continuing obligation of the owner of the property on which the structure or use is located, for as long as the structure or use is in existence, or is used in a manner that continues to require off-street vehicle parking.
2. No owner or operator of any structure or use subject to this section shall discontinue, change, dispense with, or cause the discontinuance of or change to, the required vehicle parking spaces for the structure or use. Required parking may only be eliminated in conjunction with demolition of the structure it serves, or a change in use that has a lower minimum parking

<sup>93</sup> 144-5.1-1(d), with edits to use plain language.

requirement. For structures and uses subject to the Downtown Parking Exemption, existing parking shall not be removed, unless it is in excess of what is required by the Reduced Tier column of Table 4-6: *Minimum Required Off-Street Parking*. New structures within the Downtown Parking Exemption area shall comply with the minimum parking requirements in the Reduced Tier column of Table 4-6: *Minimum Required Off-Street Parking*.

3. Transfer of ownership does not impact the continuing obligation to meet the requirements of, and remain in compliance with, these provisions.

### 4.5.3 Minimum Off-Street Parking

#### FOR DISCUSSION

Consider a small but significant change to this section. Instead of the word 'required,' change to 'recommended.'

After community discussion, if this is a change that the City wishes to pursue, this section – and all others that discuss parking *requirements* – will be edited accordingly. For the purposes of this draft, however, the assumption is that parking requirements continue to apply.

#### A. Minimum Requirement

Unless otherwise specified by this section, each development or land use as listed in [Use Regulations] shall provide the minimum required off-street parking and queueing spaces in compliance with the schedule specified in Table 4-6: *Minimum Required Off-Street Parking*. Minimum parking standards are established by area as defined below.

##### 1. Reduced Tier<sup>94</sup>

Lower minimum parking requirements for downtown uses and buildings not otherwise exempt as described in §4.5.2E.24.5.2E.2, *Downtown Parking Exemption*, [urbanized areas], and development atop the Edwards Aquifer Recharge Zone.

##### 2. Standard Tier

Minimum parking requirements for all other areas.

#### B. Maximum Parking

##### 1. Provision in Excess of Minimum Requirement

- a. If spaces in excess of the minimum requirements are necessary to meet the demand for resident, visitor, customer, employee, delivery vehicle parking, and/or company vehicle parking, they may be provided up to 115 percent of the required minimum.
- b. Provision of parking beyond the minimum requirements shown in the Reduced Tier column of Table 4-6: *Minimum Required Off-Street Parking* shall not be permitted in the Edwards Aquifer Recharge Zone without approval of a variance as described in §XX. See also §4.7, *Sensitive Area Protection*.
- c. For provision of parking that exceeds the 115 percent allowance, see provision 2 below.

##### 2. Provision in Excess of Maximum Allowance

Multi-family and non-residential development shall not provide parking in an amount greater than 115 percent of the minimum parking required in Table 4-6: *Minimum Required Off-Street Parking*, unless:

- a. The applicant submits a parking demand study, as described in §4.5.5A, that demonstrates the need for additional parking, and that study receives approval from the Planning and Development Services Department; and

<sup>94</sup> If the term "urban area" is included in this lower tier of parking requirements, a definition of where this applies will be needed. Normally we would suggest your corridors and nodes, but without transit, those are likely to be areas with significant traffic and parking needs. Could this instead be applied by district or overlay (Gruene, Castell Avenue, Sophienburg and other historic areas)?

- b. Permeable pavers or other porous material are used for any parking spaces provided above the 115 percent maximum; and
    - c. All parking meets the applicable requirements described §4.2, *Landscaping*, and §4.4, *Buffering and Residential Adjacency*.
    - d. Alternative landscaping plans may be submitted for lots that receive approval to provide parking above the maximum allowance; however, the plan may not vary from the requirements for parking lot landscaping described in §4.2.6, *Parking Lot Landscaping*, unless the request involves preservation of heritage or protected trees, as described in §4.3, *Tree Preservation and Tree Removal*.
  - 3. For calculation purposes, the following types of parking spaces shall not count against the maximum parking requirement:
    - a. Accessible parking;
    - b. Vanpool and carpool parking;
    - c. Space(s) permanently reserved for car share vehicles;
    - d. Required bus spaces;
    - e. Spaces with electric vehicle charging stations;
    - f. Fleet vehicle parking; and
    - g. Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.
  - 4. Any existing development that has off-street parking in excess of that required by this Code may remove the extra parking and convert the lot area to another use as permitted by the zoning district in which it is located. Any site with a combination of uses must maintain the minimum required by the combined total minimums of all the uses on the site, and any removal of parking spaces covered by a shared parking agreement shall invalidate that agreement, and may be subject to enforcement and penalties as described in §X.X.

**C. Unlisted Uses<sup>95</sup>**

For uses not expressly listed in Table 4-6: *Minimum Required Off-Street Parking*, the Planning and Development Services Department shall have the authority to make the following determinations:

- 1. Apply the minimum off-street parking space requirement specified in Table 4-6 for the listed use described in the Land Based Classification System that is deemed most similar to the proposed use (based on operating characteristics, the most similar related occupancy classification, or other factors determined by the Planning and Development Services Department); or
- 2. Establish the minimum off-street parking space requirement by reference to standards in parking resources published by the National Parking Association, American Planning Association, or the Institute of Transportation Engineers (ITE) Parking Generation Manual.
- 3. An applicant who disagrees with the use classification or amount of parking required by this determination may appeal the decision of the Planning and Development Services Department according to the procedure described in §X.X, [Appeals of Administrative Decisions].

**D. Minimum Off-Street Parking and Queueing Requirements****COMMENTARY**

Historically, most communities have required more parking than was needed, and are now trying to "rightsize" parking. Where reductions are proposed here, they are aligned not only with that trend, but also with what other communities in Texas have been doing. Nevertheless, we kept in mind that New Braunfels

<sup>95</sup> 144-5.1-3.(a), expanded.

does not presently have any public transportation, so residents are relying on cars to get to most places they need to go.

The table shows two tiers of parking requirements, Reduced Tier (with lower requirements) is intended for central areas that are more accessible by walking or biking. This could include areas of Downtown outside the parking exemption zone, parts of Gruene, and potentially other areas that fit this description. (See Questions to Consider, below).

**Questions to Consider:**

- Where should the different Tiers apply? Should the recharge zone be considered separately, possibly as a third Tier, that only applies to the recharge zone?
- Should there be an introductory statement explaining that uses listed in the Summary Table of Allowed Uses, but not included in this Table 4-5, do not require parking (subject to the clarifying caveat that this is not applicable to unlisted uses, described in §4.6.3.C)? That could shorten the table (e.g., by removing utilities that mostly do not require parking), and easier to use.
- Should Table 4-5 group together specific uses from a category, if they all require the same parking? For example, many industrial uses have the same requirement of "1 per 1,000 sq ft." In cases like this, the category entry would say "Requirements for all uses in category, unless otherwise specified separately in this table." This has been done with some dwelling unit requirements, but applied more broadly, would also shorten the table, and make it easier to use.
- Can certain uses where an appropriate requirement is very hard to determine because of widely varying use characteristics (e.g., utilities, transportation, industrial) be subject to an administrative approval on an individual basis, based on a site plan or parking plan demonstrating how much parking will be provided? While a parking study could demonstrate the need for less parking, allowing this without the study for uses where the need for such flexibility might reasonably be foreseen can reduce some of the time and cost associated with procuring a parking study. This can also avoid imposing seemingly arbitrary requirements for uses that have large buildings or site areas, but few employees, ultimately resulting in more parking than is needed for a site or use.

**Table 4-6: Minimum Required Off-Street Parking****DU = DWELLING UNIT****SQ FT = SQUARE FEET****GFA = GROSS FLOOR AREA MEASURED IN SQ FT, UNLESS OTHERWISE INDICATED****A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.**

	<b>Reduced Tier</b>	<b>Standard Tier</b>
<b>Agriculture</b>		
Auction sales, livestock	1 per 1,000 sq ft GFA and lot area	1 per 1,000 sq ft GFA and lot area
Community garden <sup>96</sup>	None required	1 per garden plot
Farm	As required for dwelling, if noncommercial	As required for dwelling, if noncommercial
Farmers market	None required	1 per 500 sq ft of market area
Grain elevator	None, except loading spaces as required	1 per 500 sq ft office area, PLUS loading spaces as required
Plant nursery	1 per 500 sq ft indoor area	1 per 500 sq ft indoor area, PLUS 1 per 1,000 sq ft outdoor display area
Stable, commercial	1 per 4 stalls	1 per 2 stalls

<sup>96</sup> Yellow shading indicates a new use.

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

SQ FT = SQUARE FEET

GFA = GROSS FLOOR AREA MEASURED IN SQ FT, UNLESS OTHERWISE INDICATED

A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
Wholesale farm sales	1 per 1,000 sq ft of publicly accessible sales area	1 per 1,000 sq ft of publicly accessible sales area
<b>Residential Uses</b>		
<b>Household Living</b>		
Accessory building or structure	None required	None required
Accessory dwelling unit	None required	None required
Cottage home development	1 per DU	1 per DU
Day care home	1 per 2 non-resident employees	1 per non-resident employee
Dwelling, live-work	2 minimum	1 per DU, PLUS space as required for GFA on non-residential use
Dwelling, multi-family	Efficiency/studio: 0.5 per DU 1 bedroom: .75 per DU 2 bedroom: 1.5 per DU 3 bedroom: 2 per DU	Efficiency/studio: 0.9 per DU 1 bedroom: 1 per DU 2 bedroom: 1.5 per DU 3 bedroom: 2 per DU
Dwelling, manufactured home, single-family attached (townhouse) or detached, duplex, triplex, or fourplex	1 per DU	2 per DU
Stable, accessory	None required	None required
Tiny home, individual lot installation, or pocket neighborhood development	1 per DU	1 per DU
<b>Group Living</b>		
Active/independent senior living facility	0.5 per DU	1 per DU
Assisted living facility	1 per 6 beds	1 per 4 beds
Boarding house	1 per 2 bedrooms	1 per bedroom
Group home, FHAA large or small	1 per 4 beds	1 per 2 beds
Residence hall	1 per 4 beds	1 per 2 beds
Supportive housing, large or small	1 per 4 beds	1 per 2 beds
<b>Civic and Institutional Uses</b>		
<b>Community and Cultural Facilities</b>		
Cemetery	None required	None required
Civic organization or member lodge	1 per 600 sq ft	1 per 300 sq ft
Community or recreation center	1 per 600 sq ft, PLUS 1 per 5,000 sq ft of outdoor area	1 per 300 sq ft, PLUS 1 per 5,000 sq ft of outdoor area
Conference or convention center	1 per 800 sq ft	1 per 500 sq ft
Crematorium	1 per 1,000 sq ft	1 per 800 sq ft

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

SQ FT = SQUARE FEET

GFA = GROSS FLOOR AREA MEASURED IN SQ FT, UNLESS OTHERWISE INDICATED

A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
Day care center	1 per 5 children for which the facility is licensed by the state, PLUS 3 queueing spaces per pick-up/drop-off lane	1 per 3 children for which the facility is licensed by the state, PLUS 3 queueing spaces per pick-up/drop-off lane
Fairground	1 per 1,000 sq ft of lot area up to 20,000 sq ft, PLUS 1 per each 2,000 sq ft over 20,000 sq ft	1 per 1,000 sq ft of lot area
Funeral home	1 per 600 sq ft	1 per 400 sq ft
Government or municipal facility	1 per 400 sq ft	1 per 250 sq ft
Museum	1 per 1,000 sq ft	1 per 500 sq ft
Public Park	Determination of Parks & Recreation Department	Determination of Parks & Recreation Department
Religious assembly	1 per 500 sq ft of assembly space	1 per 250 sq ft of assembly space

**Educational Facilities**

School, college or university	1 per 500 sq ft office, research, and library area; PLUS 1 per 250 sq ft assembly areas and classrooms	1 per 500 sq ft office, research, and library area; PLUS 1 per 250 sq ft assembly areas and classrooms
School, K-12	High School: 5 per classroom, PLUS 10 queueing spaces per pick-up/drop-off lane  Elementary & junior high: 2.5 per classroom, PLUS 10 queueing spaces per pick-up/drop-off lane	High School: 8 per classroom, PLUS 10 queueing spaces per pick-up/drop-off lane  Elementary & junior high: 2.5 per classroom, PLUS 10 queueing spaces per pick-up/drop-off lane
School, vocational	1 per 500 sq ft of academic space	1 per 250 sq ft of academic space

**Health Care Services**

Clinic, medical or dental	1 per 300 sq ft	1 per 150 sq ft
Hospice	1 per 3 beds	1 per 2 beds
Hospital	1 per 3 beds	1 per 2 beds

**Transportation and Utility Facilities**

Airport	1 per 1,000 sq ft of publicly accessible area in passenger terminal up to 10,000 sq ft, PLUS 1 per 2,500 sq ft of publicly accessible area over 10,000 sq ft	1 per 1,000 sq ft of publicly accessible area in passenger terminal up to 10,000 sq ft, PLUS 1 per 2,500 sq ft of publicly accessible area over 10,000 sq ft
Airstrip or landing field	None required	None required
Antenna	None required	None required
Bus barn	1 per 1,000 sq ft office or other indoor area not used for bus	1 per 500 sq ft office or other indoor area not used for bus parking, PLUS 1 per bus stored on site

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

SQ FT = SQUARE FEET

GFA = GROSS FLOOR AREA MEASURED IN SQ FT, UNLESS OTHERWISE INDICATED

A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
	parking, PLUS 1 per bus stored on site	
Bus station	1 per 800 sq ft of passenger waiting area	1 per 400 sq ft of passenger waiting area
EV charging station, level 1 or 2	N/A	N/A
EV charging station, level 3	N/A	N/A
Heliport	None required	None required
Railroad facilities	None required	None required
Solar energy system, small-scale	N/A	N/A
Solar farm, large-scale	None required	None required
Utility, major	None required	None required
Utility, minor	None required	None required
Water storage	None required	None required
Wind energy system, large	None required	None required
Wind energy system, small	N/A	N/A
Wireless communication facility	None required	None required
<b>Commercial Uses</b>		
<b>Animal Uses</b>		
Animal boarding	1 per 1,000 sq ft used for boarding (excluding exercise areas)	1 per 500 sq ft used for boarding (excluding exercise areas)
Animal grooming	1 per 500 sq ft	1 per 300 sq ft
Pet day care	1 per 1,000 sq ft (excluding outdoor exercise areas)	1 per 500 sq ft (excluding outdoor exercise areas)
Stable, commercial	1 per 5 stalls	1 per 5 stalls
Veterinary clinic	1 per 500 sq ft	1 per 300 sq ft
Zoo	1 per 2,500 sq ft of outdoor area	1 per 1,000 sq ft of outdoor area
<b>Food and Beverage Uses</b>		
Bar/tavern	1 per 200 sq ft	1 per 100 sq ft
Beverage stand	1 PLUS 3 queueing spaces per drive-through lane	1 PLUS 5 queueing spaces per drive-through lane
Catering	1 per 1,000 sq ft	1 per 1,000 sq ft
Coffee shop	1 per 250 sq ft	1 per 150 sq ft
Micro-brewery or micro-distillery	1 per 500 sq ft of publicly accessible space	1 per 300 sq ft of publicly accessible space
Mobile food court	1 per 2 mobile food businesses	1 per mobile food business
Neighborhood food and service	1 per 500 sq ft	1 per 250 sq ft
Restaurant	1 per 300 sq ft	1 per 200 sq ft

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

SQ FT = SQUARE FEET

GFA = GROSS FLOOR AREA MEASURED IN SQ FT, UNLESS OTHERWISE INDICATED

A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
	With drive-through, 3 queueing spaces from point of placing order	With drive-through, 6 queueing spaces from point of placing order

**Lodging Uses**

Bed & breakfast	1 per guestroom	1 per guest room, PLUS 1 for the owner/proprietor
Campground or RV park	1 per guest accommodation space	1 per guest accommodation space
Hotel	1 per guest room	1 per guest room, PLUS 1 per 300 sq ft of meeting space
Short-term rental <sup>97</sup>	1 per unit	2 per unit

**Office and Services**

Audio or video studio	1 per 1,000 sq ft	1 per 500 sq ft
Automated teller machine	None required	None required
Bank or financial institution	1 per 500 sq ft, PLUS 3 queueing spaces for drive-through service or drive-up ATM	1 per 300 sq ft, PLUS 3 queueing spaces for drive-through service or drive-up ATM
Check cashing	1 per 600 sq ft	1 per 400 sq ft
Donation collection container	None required	None required
Drive-through facility	Queueing spaces as required by primary use	Queueing spaces as required by primary use
Event or reception center	1 per 250 sq ft of indoor area, PLUS 1 per 1,000 sq ft of outdoor event area	1 per 150 sq ft of indoor area, PLUS 1 per 1,000 sq ft of outdoor event area
Laundry, commercial	1 per 1,000 sq ft	1 per 600 sq ft
Laundry, drop-off and self-service	1 per 600 sq ft	1 per 400 sq ft
Manufacturing, artisan	1 per 1,000 sq ft	1 per 1,000 sq ft If open to the public: 1 per 500 sq ft publicly accessible area
Office	1 per 500 sq ft	1 per 300 sq ft
Office, contractor's	1 per 1,000 sq ft of indoor office area	1 per 500 sq ft of indoor office area
Personal instruction facility	1 per 400 sq ft	1 per 300 sq ft
Personal services	1 per 250 sq ft	1 per 200 sq ft
Research and development	1 per 1,200 sq ft	1 per 750 sq ft
Service and repair shop	1 per 500 sq ft	1 per 400 sq ft

**Recreation and Entertainment**

<sup>97</sup> Because regulatory content for short-term rentals is being carried forward without change, should this draft avoid proposing a change to the parking requirements?

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

SQ FT = SQUARE FEET

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A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
Amphitheater	1 per 8 seats of assembly space, PLUS 1 per 3,000 sq ft of outdoor area	1 per 4 seats of assembly space, PLUS 1 per 1,000 sq ft of outdoor area
Arcade	1 per 800 sq ft	1 per 400 sq ft
Country club	1 per 300 sq ft indoor area, PLUS 1 per 3,000 sq ft of outdoor area	1 per 150 sq ft indoor area, PLUS 1 per 3,000 sq ft of outdoor area
Dance hall or dancing facility/Nightclub	1 per 200 sq ft	1 per 100 sq ft
Day camp	1 per 500 sq ft indoor area PLUS 1 per 1,000 sq ft outdoor activity area used by campers	1 per 300 sq ft indoor area PLUS 1 per 1,000 sq ft outdoor activity area used by campers
Golf course	2 per hole	4 per hole
Music performance venue <sup>98</sup>	1 per 250 sq ft	1 per 150 sq ft
Recreation, indoor	<b>Bowling, axe-throwing or similar use:</b> 1 per lane	<b>Bowling, axe-throwing or similar use:</b> 2 per lane
	<b>Theaters, auditoriums, stadiums, or similar use:</b> 1 per 4 seats in assembly areas or 1 per 8 linear feet of seating	<b>Theaters, auditoriums, stadiums, or similar use:</b> 1 per 4 seats in assembly areas or 1 per 8 linear feet of seating
	<b>Sports courts:</b> 2 per court	<b>Sports courts:</b> 4 per court
	<b>Other uses not listed separately:</b> 1 per 400 sq ft indoor area	<b>Other uses not listed separately:</b> 1 per 400 sq ft indoor area
Recreation, outdoor	<b>Playing fields with fixed seating:</b> 1 per 4 seats or 1 per 8 linear feet of seating	<b>Playing fields with fixed seating:</b> 1 per 4 seats or 1 per 8 linear feet of seating
	<b>Playing fields with no fixed seating:</b> 10 per field	<b>Playing fields with no fixed seating:</b> 20 per field
	<b>Outdoor theaters, stadiums, or similar uses:</b> 1 per 4 seats in assembly areas or 1 per 8 linear feet of seating; if no seating, 25 percent of maximum capacity	<b>Outdoor theaters, stadiums, or similar uses:</b> 1 per 4 seats in assembly areas or 1 per 8 linear feet of seating; if no seating, 25 percent of maximum capacity
	<b>Miniature golf or driving range:</b> 2 spaces per hole; or 1 per driving bay	<b>Miniature golf or driving range:</b> 2 spaces per hole; or 1 per driving bay
	<b>Sports courts:</b> 2 per court	<b>Sports courts:</b> 4 per court

<sup>98</sup> Should this just be combined with indoor Theatre below, or are there single-purpose music venues, music venues apart from bars, where noise and traffic could be an issue?

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

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A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
	<b>Other uses not listed separately:</b> 1 per 1,000 sq ft lot area	<b>Other uses not listed separately:</b> 1 per 600 sq ft lot area
River entrance/exit	None required	None required
River outfitter <sup>100</sup>	[reserved]	[reserved]
Shooting range, indoor	1 per firing lane; PLUS 1 per 250 sq ft of retail, classroom, or office area	2 per firing lane; PLUS 1 per 250 sq ft of retail, classroom, or office area
Shooting range, outdoor	1 per firing lane	2 per firing lane
Movie theater	1 per 6 seats	1 per 4 seats
Theater, drive-in	1 per speaker box	1 per speaker box
Waterfront recreation <sup>101</sup>	[reserved]	[reserved]

**Retail Sales Uses**

Lumberyard or building supply store	1 per 1,200 sq ft	1 per 1,000 sq ft
Outdoor display of merchandise as a principal use	1 per 800 sq ft	1 per 400 sq ft
Retail sales, small, medium, or large	1 per 800 sq ft	1 per 500 sq ft

**Vehicle-Related Uses**

Fleet services	1 per 1,000 sq ft, PLUS 1 per fleet vehicle	1 per 1,000 sq ft, PLUS 1 per fleet vehicle
Truck stop	1 per 250 sq ft of indoor area	1 per 250 sq ft of indoor area, PLUS 1 per 500 sf of lot area
Vehicle fuel sales	1 per 800 sq ft of indoor area, with 50% of spaces at fuel pumps counted towards total required	1 per 500 sq ft of indoor area with 50% of spaces at fuel pumps counted towards total required
Vehicle repair, major	1 per 500 sq ft of indoor sales/office area	1 per 400 sq ft of indoor sales/office area, PLUS 1 per service bay
Vehicle repair, minor	1 per 400 sq ft of indoor sales/office area	1 per 400 sq ft of indoor sales/office area, PLUS 1 per service bay
Vehicle repair, paint and body shop	1 per 400 sq ft of indoor sales/office area	1 per 400 sq ft of indoor sales/office area, PLUS 1 per service bay
Vehicle sales and rental	1 per 400 sq ft of indoor sales/office area	1 per 400 sq ft of indoor sales/office area, PLUS 1 per 1,000 sq ft lot area
Vehicle wash	Automated: 2 queueing spaces per wash tunnel With staff: 1 per wash bay	Automated: 4 queueing spaces per wash tunnel With staff: 1 per wash bay

<sup>100</sup> Feedback indicates that fixed requirements have not been working to produce adequate parking for these uses. While the use is proposed as permitted by-right in certain districts, should that be changed to require A) special use approval so that parking provision could be reviewed as part of the approval; or B) staff approval of parking, even where the use is permitted by-right, subject to review criteria that we would need help refining?

<sup>101</sup> Pending further discussion, the definition of this use may be changed from accessory to primary, in which case parking requirements will need to be provided.

**Table 4-6: Minimum Required Off-Street Parking**

DU = DWELLING UNIT

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A REDUCED TIER USE THAT HAS NO PARKING REQUIRED MAY ELECT TO PROVIDE THE AMOUNT OF PARKING REQUIRED IN STANDARD TIER, SUBJECT TO MAXIMUMS AS DESCRIBED IN §4.5.3B.

	Reduced Tier	Standard Tier
<b>Industrial Uses</b>		
<b>Extraction Uses</b>		
Resource or mineral extraction	1 per 800 sq ft of office, trailer, or other indoor area. No indoor area: 1 per 1,500 sq ft of lot area	1 per 500 sq ft of office, trailer, or other indoor area. No indoor area: 1 per 1,000 sq ft of lot area
<b>Manufacturing and Processing Uses</b>		
Food Processing	1 per 1,500 sq ft	1 per 1,000 sq ft
Lumber mill	1 per 1,500 sq ft indoor area	1 per 1,000 sq ft indoor area
Manufacturing, heavy	1 per 1,500 sq ft	1 per 1,000 sq ft
Manufacturing, light	1 per 1,500 sq ft	1 per 1,000 sq ft
<b>Storage and Warehousing Uses</b>		
Distribution center	1 per 3,000 sq ft	1 per 2,000 sq ft
Freight terminal	1 per 800 sq ft indoor/office area	1 per 500 sq ft indoor/office area
Outside storage as a principal use	None required	None required
Self-service storage	1 per 800 sq ft office area, PLUS 1 per 25 storage units	1 per 500 sq ft office area PLUS 1 per 20 storage units
Vehicle storage facility	1 per 800 sq ft office area	1 per 500 sq ft office area
Warehouse and storage	1 per 2,500 sq ft	1 per 2,000 sq ft
<b>Waste-Related Uses</b>		
Recycling center	1 per 1,500 sq ft, PLUS 2 queueing spaces	1 per 1,000 sq ft, PLUS 4 queueing spaces
Waste transfer station	None required	None required
<b>Wholesale Uses</b>		
Wholesale sales	1 per 1,500 sq ft	1 per 1,000 sq ft
<b>Temporary uses</b>		
Itinerant merchant	None required	None required
Mobile storage unit	None required	None required
Seasonal sales	As determined with temporary use permit	As determined with temporary use permit
Temporary on-site contractor's office	None required	None required
Temporary real estate office	1 per 800 sq ft	1 per 500 sq ft
Temporary roll-off dumpster	None required	None required

#### 4.5.4 Calculation of Parking and Loading Requirements

##### A. Area Measurement

All square footage-based parking and loading requirements shall be computed on the basis of gross floor area of the subject use, unless otherwise indicated in Table 4-6: *Minimum Required Off-Street Parking*. Structured parking within or attached to a building shall not be counted in such computation.

##### B. Fractions

1. When the requirement for each separate use is computed, fractions shall be counted at their actual value. When units of measurements determining the total number of required off-street parking spaces result in a requirement of a fractional space, any fraction less than one-half shall be disregarded. Any fraction of one-half or over shall require one off-street parking space.<sup>102</sup>
2. When calculating parking requirements for a combination of uses, individual fractional numbers are not subject to rounding. Only the cumulative total of the combined uses is subject to rounding.

##### C. Parking for Multiple Uses

For sites with multiple uses, the required parking shall be the sum of the required parking for each of the uses on the site.

##### D. Mixed Uses<sup>103</sup>

1. Where more than one use exists on the same site or in the same building, the portion of the site or building devoted to each use shall be used in computing the number of off-street parking spaces required.
2. The total requirement for off-street parking spaces shall be the sum of the requirements of the various uses computed separately. The off-street parking space for one use shall not be considered as providing the required off-street parking space for another use, unless there is a shared parking agreement, as described in §4.5.5C.
3. If a use changes in a building with multiple uses or tenant spaces such as a strip shopping center, and the new use requires more parking than the previous one (e.g., a restaurant replaces a self-service laundromat), the new use shall demonstrate that the existing on-site parking spaces meet the sum of the requirements of the various uses computed separately. The new shall only be required to provide additional parking if the shortfall is more than 25 percent of the existing spaces, or more than ten additional spaces are needed, whichever is greater.
4. If there is more parking in an existing lot shared by multiple uses or tenants than the sum of the separate requirements, spaces do not have to be removed.

##### E. Uses with Non-Single-Occupancy Seating<sup>104</sup>

Where Table 4-6: *Minimum Required Off-Street Parking* references "linear feet of seating," this applies to benches, bleachers, or other seating that is not single-occupancy seating. Such seating shall be measured as one seat per every 20 inches of length.

<sup>102</sup> 144-5.1-2(b).

<sup>103</sup> 144-5.1-2(a).

<sup>104</sup> 144-5.1-3.(b), edited.

## 4.5.5 Parking Alternatives

### COMMENTARY

This section offers additional flexibility for meeting the new minimum parking requirements. If administrative approval as suggested for some of these reductions seems too broad a discretion, Deferred Parking is an alternative that may accomplish the same thing, but relies on the basis of evidence. It allows an applicant to temporarily provide less than the required amount of parking, and then demonstrate over time that the parking is not needed or, conversely, the study shows it is needed, and so has to be installed.

#### Questions to consider:

- What extent of reduction in car spaces should be allowed for providing more than the basic required bike parking?
- Should a reduction in car spaces be permitted for using permeable paving (except over the Edwards Aquifer, where untreated infiltration is undesirable?)
- Should a reduction in car spaces be permitted when LID principles are employed in lots atop the Edwards Aquifer?
- Some of the latter opportunities for reduction allow for deviations up to 25%. Where a parking study is not required, this is proposed as an administrative decision. **Is that 25% too high a threshold for an administrative decision?** In the absence of data from a parking study, what objective criteria could apply so that staff can make this decision? Or should it be a matter for a board or Council?

Applicants may combine opportunities for reduction in required parking up to a sum of 25 percent overall reduction. Where a parking demand study is required per the description of parking alternatives in this section, the amount of reduction may be greater than 25 percent. Applicants may also submit a parking demand study to demonstrate the need for a greater number of on-site spaces than is permitted by the 115 percent maximum. In both instances, if the data supports the request for increase or reduction, the request shall be approved by the Planning and Development Services Department.

#### A. Parking Demand Study<sup>105</sup>

Some of the alternatives described in this section may require the provision of a parking demand study, which may be submitted to demonstrate the need for a higher or lower quantity of off-street parking than required by Table 4-6.

1. The parking demand study shall be prepared by a traffic engineer and shall estimate parking demand for the proposed use based on the recommendations of the Institute of Traffic Engineers (ITE), Urban Land Institute, the American Planning Association, or other acceptable source of parking demand data for uses and/or combinations of uses of comparable activities, scale, bulk, area, and location.
2. The parking demand study shall be subject to review and approval by the Planning and Development Services Department, confirming that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street parking demand for the proposed use, development, or combination of uses.
3. If an applicant submits a parking demand study demonstrating that anticipated off-street parking demand for the proposed use, development, or combination of uses will be less/more than that required in Table 4-6 and the Planning and Development Services Department determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street parking demand for the proposed use, development, or combination of uses, the Planning and Development Services Department shall authorize a reduction in required off-street parking spaces based on that study.

<sup>105</sup> New. Parking study is mentioned in 144-5.1, but there it is limited to providing specific pieces of information in limited circumstances (in support of shared and valet parking) and there is not information on who may prepare it.

## B. On-Street Parking Credit<sup>106</sup>

On-street parking may be credited toward the minimum number of required vehicle parking spaces on a one-to-one basis, subject to the following standards:

1. For private streets or gated developments, on-street parking abutting the lot line of the subject property may be used to satisfy the requirement for one of the required spaces per single-family or duplex dwelling unit.<sup>107</sup> For three- or four-unit buildings, one on-street space may be substituted for an on-site space for every 20 linear feet of street frontage abutting the lot.
2. Where parking spaces are available on a local public street adjacent to a use or development, one on-street space may be substituted for an on-site space for every 20 linear feet of street frontage abutting the lot. On public streets, this reduction may not be used for single- to four-family dwellings (attached or detached).<sup>108</sup>
3. On-street parking spaces shall be available for general public use at all times. On-street parking that is subject to residential parking permit restrictions, or time restrictions (for example, metered parking, sign-posted hour limitations on spaces or no overnight parking) except occasional street-cleaning, shall not be used to meet any off-street minimum parking requirements for any use.
4. Only those legal on-street parking spaces abutting any lot line of the subject property may be counted. Areas in front of or within the clear vision area of a street intersection or within five feet of a fire hydrant shall not be counted toward meeting the minimum parking requirements for any use.

**Figure 4.5.5-1: Legal On-Street Spaces Outside Clear Vision Area**



5. There must be a public sidewalk abutting the full length of the lot frontage of the subject property.
6. On-street parking along an arterial street shall not be used to meet any minimum parking requirements for any use.

<sup>106</sup> New. This draft proposes the requirement that there must be a sidewalk along the full length of the lot asking to count on-site parking. Should this say anything about the condition of the sidewalk or a requirement for street trees to be present? If added, we suggest an exception if street trees were not provided because of lot constraints. In that case, it does not seem like a requestor should be precluded from requesting this credit.

<sup>107</sup> Because dwellings in the Reduced Tier area are proposed as only requiring one on-site space, should this be edited to say that at least one on-site space must be provided? Or would it be okay for a dwelling to rely exclusively on street parking, given that the credited space is not reserved for the use of the dwelling that claims the credit? Could a credited space on a private street be reserved?

<sup>108</sup> Should this be changed to allow this on residential local streets, subject to a caveat about driveway spacing? Since there has to be 20 linear feet of frontage, that meets the driveway separation requirement. Allowing this raises the same possibility about eliminating the one space required in Reduced Tier, when the credited space is not reserved. See footnote 99.

7. Each on-street parking space may only be counted once toward meeting the minimum parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
8. No development or use approved with an on-street parking credit shall be considered nonconforming if the on-street parking is later removed by the City, state, or federal government, and the remaining off-street parking does not meet the minimum off-street parking requirements of this section.

**C. Off-Site Parking<sup>109</sup>****COMMENTARY****Questions to consider:**

- Should the amount of parking provided off-site should be subject to a limit, e.g., up to 50% of total required off-street parking? This could eliminate a site losing all its parking if for some reason the off-site location was no longer viable.
- Should the distance measurement be to property boundary or to building entrance?
- Should the pedestrian distance remain 800 feet, or should it be increased to one-quarter mile (1,320 feet)?

The Planning and Development Services Department may approve off-site parking to meet the requirements in Table 4-6, subject to the following requirements:

1. The proposed off-site parking location is no more than 800 feet,<sup>110</sup> measured along a public sidewalk or trail, from the subject property requesting to use it to satisfy off-street parking requirements.
2. This distance shall be measured from the nearest edge of the closest parking space of the off-site parking location to the closest property boundary of the subject property.
3. The pedestrian route between the parking space and subject property shall be continuous and uninterrupted. If the route requires crossing an arterial or collector street, any such crossings shall have a crosswalk and traffic control to allow for safe pedestrian crossing.
4. The off-site parking may be shared with another use, provided the two (or more) uses can also meet any applicable requirements described in §4.5.5D below.
5. The off-site parking spaces shall meet all applicable standards regarding parking lot design and maintenance in §4.5.6.
6. Directional signage shall be provided:
  - a. On the subject property, stating and/or showing where the off-site parking is located.
  - b. At the entrance to the off-site parking, indicating that the location allows parking for the establishment using the off-site parking.
7. An applicant who wishes to request off-site parking approval shall submit an access plan that demonstrates the request complies with the allowable distance between locations, and that the locations are connected by a safe, accessible, public sidewalk or trail. The access plan shall also include a site plan of the off-site location, showing the layout and accessibility of any off-site spaces that will be used to satisfy the requirements in Table 4-6.
8. The applicant shall submit an attested off-site parking agreement between the off-site parking property owner and the property owner of the subject property, in a form approved by the City Attorney. The agreement shall state that there is no foreseeable limit to the timeframe

<sup>109</sup> 144-5.1-1.(i) with edits.

<sup>110</sup> The range we see most often is between 500 feet to 1,000 feet; however, a quarter mile is generally considered an acceptable distance for most pedestrians. Are there situations where sites might be connected by something *other than* a public sidewalk or trail? We are trying to simplify the language, but don't want to miss any common public connections.

during which the off-site parking may be used by the subject property, and that the agreement may not be cancelled or amended unless without written agreement from the City, or unless the required parking for the subject property is replaced with on-site parking in accordance with this Code, or is replaced with another off-site parking agreement. The attested agreement, once approved by the Planning and Development Services Department, shall be recorded with the County Clerk.

9. Failure by the subject property to maintain access to the off-site parking agreement for required parking may result in loss of compliance with off-street parking requirements resulting in the revocation of the certificate of occupancy.

#### **D. Shared Parking Spaces<sup>112</sup>**

The Planning and Development Services Department may approve shared parking for developments and/or uses with different operating hours or different peak business periods, subject to the following requirements:

##### **1. Parking Demand Study Required**

- a. Shared parking shall only be approved if the applicant clearly demonstrates the feasibility of shared parking through a parking demand study, as described in §4.5.5A, *Parking Demand Study*.
- b. The parking study must demonstrate that the separate uses proposing to share parking both have access to the parking location by means of a contiguous property line, or the parking area being on the lot for one of the uses. The study must also demonstrate that the uses are not operated simultaneously.
- c. The shared parking arrangement may be allowed if it is in accordance with the Institute of Transportation Engineers (ITE) Standards for shared parking (current edition).

##### **2. Shared Parking Requirements**

###### **COMMENTARY**

This section shows three options to consider regarding counting shared parking. Option 1 is the simplest and allows any shared reductions to be determined case-by-case as part of an application. Option 2 continues the current approach for counting spaces, and Option 3 shows a possible alternative (and simpler) tabular way of counting allowable reductions.

###### **Question to consider:**

-Is 50 percent the right number? This can be adjusted widely, all the way up to 100 percent shared. One reason why fifty percent is suggested is that, if this is used for off-site as proposed in that section, it avoids a situation where all of a use's parking is lost if there is some change to or redevelopment of the shared site.

-There is a tradeoff in simplicity of implementing and administering these options, versus providing greater certainty that enough parking will always be available. Which concern is more important in New Braunfels?

###### **a. Option 1: Simple 50%**

Up to 50 percent of the number of parking spaces required for a use may be used to satisfy the number of parking spaces required for other uses that generate parking demands during different times of the day or different days of the week.

###### **b. Option 2: Based on Use and Time of Day**

Developments may allow parking spaces to be shared by various land uses that operate at different times from one another throughout the day, per Table 4-7. A minimum of two uses is required to apply the calculations established in Table 4-7.

<sup>112</sup> New. There is a Shared Parking section on 144-5.1-1.(g), but this is substantially more detailed.

**Table 4-7: Shared Parking Schedule**

Use	Weekdays			Weekends		
	Midnight - 7 am	7 am - 6 pm	6 pm - Midnight	Midnight - 7 am	7 am - 6 pm	6 pm - Midnight
Office, Medical/Dental Clinics, Financial Services & Industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant, Bar/Lounge/Tavern	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Theatre	0%	70%	100%	5%	70%	100%
Place of Worship	0%	5%	20%	0%	100%	40%

**How to use this Shared Parking Schedule:**

1. Calculate the number of spaces required for each use if it were freestanding, based on the requirements in Table 4-6.
2. Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period (six time periods per use).
3. Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period.
4. Select the time period with the highest total parking requirement and use that total as your shared parking requirement.

**c. Option 3: Alternate shared parking table for calculating reductions (Based on Use)**

The total off- street parking requirement may be reduced by the factors shown in Table 4-8. Off-street parking required shall be the sum of the parking requirements for the two uses divided by the factor for that combination of uses. If more than two uses share a parking lot or structure, the required parking shall be calculated by applying Table 4-8 to the two uses with the largest parking requirements and then adding the required parking for the additional use(s).

**How to Use Table 4-7:**

A mixed-use project within the Reduced Tier urban area proposes 20 two-bedroom dwelling units and 20, one-bedroom dwelling units, and 15,000 square feet of gross floor area for retail, plus a coffee shop of 5,000 square feet.

**Step 1:** Identify basic parking requirements from Table 4-5, Minimum Required Off-Street Vehicle Parking and Queueing Spaces.

- Dwellings:  $20 \times 1.5 = 30$  spaces for the 2BR units

$20 \times .75 = 15$  spaces for the 1BR units

= 45 spaces

- Retail, Medium: 15,000 sq ft times 1 space per 600 sq ft = 25 spaces

- Coffee shop: 5,000 sq ft times 1 space per 250 sq ft = 20 spaces

**Step 2:** Add the 2 largest parking requirements:  $45 + 25 = 70$  spaces.

**Step 3:** Divide by the factor in Table 4-7. For multi-family residential and retail the factor is 1.2.

- 70 divided by 1.2 = 58.3 spaces; rounded down to 58.

**Step 4:** Add the third (smallest) parking requirement without adjustment.

-  $58 + 20 = 78$  spaces = final adjusted parking requirement.

**Table 4-8: Shared Parking Reduction Factors**

	Multi-Family Residential	Civic or Institutional	Food & Beverage or Indoor Recreation	Retail	Other Non-Residential (including Mixed-Use)
<b>Multi-Family Residential</b>	1.0				
<b>Civic or Institutional</b>	1.1	1.0			
<b>Food &amp; Beverage or Indoor Recreation</b>	1.1	1.2	1.0		
<b>Retail</b>	1.2	1.3	1.3	1.0	
<b>Other Non-Residential (including Mixed-Use)</b>	1.3	1.5	1.7	1.2	1.0

### 3. Shared Parking Agreement

- a. An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces.
- b. The agreement shall provide all parties the right to joint use of the shared parking area for as long as the shared parking spaces are needed to comply with this LDO and shall be binding on subsequent owners or long-term lessees.
- c. The agreement shall be submitted to the Planning and Development Services Department for review and approval. An attested copy of an approved and executed agreement shall be recorded with the County Clerk before issuance of a Certificate of Compliance/Occupancy for any use to be served by the shared parking area.
- d. Any termination of the agreement does not negate the parties' obligations to comply with parking requirements and thus shall constitute a violation of this Code. No use served by the shared parking may be continued if the shared parking becomes unavailable to the use unless substitute off-street parking spaces are provided in accordance with this section.
- e. If inspection indicates that the shared parking arrangement has been terminated and the City determines that the termination has resulted in traffic congestion, overflow parking in residential neighborhoods, or threats to pedestrian, bicycle, or motor vehicle safety, the property owners involved in the shared parking arrangement may be held in violation of this Code.

### E. Affordable and Senior Housing

The minimum parking requirement for multi-family residential structures shall be reduced by 25 percent if:

1. At least 25 percent of the dwelling units are income-restricted for a period of at least 30 years to households earning 80 percent of the Area Median Income (AMI) of New Braunfels/San Antonio region.
2. At least 75 percent of the dwelling units are restricted for purchase or occupancy by persons 55 years of age or older.

### F. Motorcycle Spaces<sup>114</sup>

One percent of the required vehicular spaces may be provided as motorcycle spaces.

<sup>114</sup> Does the City have current standards for dimensions of such spaces? If not, we will provide based on what is common in other communities.

**G. Car Share Spaces<sup>115</sup>**

For multi-family residential and mixed-use developments, when one space on-site is permanently reserved for a car share vehicle, the total number of required on-site spaces may be reduced by five.

**H. Compact Vehicle Parking Spaces<sup>116</sup>**

1. Up to five percent of the required number of off-street vehicle parking spaces may be designed to accommodate compact vehicles.
2. A compact parking space shall be not less than nine feet wide and 16 feet long, if in a 90-degree parking arrangement; 18 feet long for 60-degree parking spaces; 14 feet long for 30-degree parking spaces and 20 feet long for parallel parking.
3. Compact vehicle parking spaces shall consist of one or more group(s) of contiguous spaces located where they can be readily identified by vehicle drivers through signage and/or pavement marking.

**I. Electric Vehicle (EV) Charging Stations****COMMENTARY**

This draft proposes installation of EV spaces as an incentive to earn a parking reduction to overall on-site parking requirements. Mandatory requirements would be an alternative approach. Three types of spaces are described below, using current terminology for EV spaces. This terminology is evolving, as is the minimum number of spaces required or encouraged.

Most communities that are setting standards in this area require some percentage of just the first two types of EV infrastructure installation, but we also propose a reduction for when EV spaces are installed.

**1. EV Infrastructure**

There are three types of EV spaces.

- a. An EV-capable space requires just the infrastructure (conduit, breaker space, junction box, etc.) for the future installation of an EV charging station. These types of spaces do not require any charging equipment to be installed at the time of permit.
- b. An EV-ready space requires both the infrastructure and a wired outlet. While the charging unit is still absent, an EV-ready stall allows for the electric car driver to simply plug-in their portable charger into the outlet.
- c. An EV-installed space requires all infrastructure plus the actual charging station itself.

**2. Installation Incentives**

- a. Each installed EV-capable space shall count as two of the spaces required by Table 4-6.
- b. Each installed EV-ready space shall count as two of the spaces required by Table 4-6.
- c. Each installed EV-installed space shall count as four of the spaces required by Table 4-6.
- d. The maximum cumulative reduction allowed is 25 percent of the minimum spaces for the use, as required in Table 4-6.

**J. Structured Parking**

The provision of structured parking rather than paved surface lots is encouraged, particularly in the Downtown, and when all required parking for a use is provided in structured parking, the Planning and Development Services Department may reduce the total off-street parking requirement for the use by 25 percent.

<sup>115</sup> In some locations, this allowance is permitted only if the shared care is reserved for the exclusive use of residents of the building where the car is parked. However, some services do not operate in a way that allows this restriction. We suggest that the reduction should nevertheless be allowed, even if the car is not reserved for the exclusive use of residents.

<sup>116</sup> Does the City have current standards for dimensions of such spaces? If not, we will provide based on what is common in other communities.

**K. Commercial Parking Facilities**

A public parking facility (either surface lot or structured garage) open for use by the public and located within 800 feet of the subject property may be counted for ten percent of the total amount of required off-street parking required by Table 4-6.

**L. Deferred Parking****COMMENTARY**

This provision can be particularly helpful in avoiding over-provision of parking for uses with characteristics that make determining a single parking ratio difficult, e.g., uses that occupy large buildings or site area, but have few employees. It is proposed here as being permitted for any use; however, it could also be limited to apply only for certain agricultural uses, transportation and utility uses, and industrial uses. If you wish to pursue that, the Public Draft can reflect those limitations.

The Planning and Development Services Department may approve a request to defer the construction of up to 25 percent of the required number of parking spaces specified in Table 4-6, if the request complies with the following standards:

**1. Reserve Parking Plan**

The request is accompanied by a reserve parking plan identifying:

- a. The amount of off-street parking being deferred; and
- b. The area of the site that is to be reserved for future parking, if needed.

**2. Parking Demand Study**

No later than 12 months after the initial certificate of occupancy is issued for the proposed development, the applicant shall submit a parking demand study to the Planning and Development Services Department that demonstrates the actual parking demand for the development and the adequacy of existing parking spaces.

- a. If the study indicates that the existing parking is adequate, then the construction of the remaining number of parking spaces shall not be required.
- b. If the study indicates additional parking is required, it shall be provided consistent with the reserve parking plan and the standards of this section within six months.
- c. An applicant may request one six-month extension on the submission of a parking demand study. Failure to submit a parking demand study shall result in the revocation of the deferred parking request.

**3. Limitations on Reserve Areas**

Areas reserved for future parking shall be brought to the finished grade and shall not be used for buildings, storage, or loading. If the area can meet all applicable requirements of this LDO< the reserve area may allow temporary uses, such as itinerant vendors, food trucks, or seasonal sales.

**4. Landscape Required**

If the Planning and Development Services Department determines that a reserved parking area will not be needed for parking purposes, the area shall be landscaped in compliance with all relevant standards of this Code, until the area is used for further development on the site.

**M. Change of Use**

The Planning and Development Services Department may approve a request to allow a reduction in required parking when the site of a proposed change of use has fewer than the required number of vehicle spaces, and the site for the proposed new use cannot accommodate the addition of the required spaces.

**1. Existing Spaces**

The number of existing parking spaces must be within 25 percent of the number required by the new use.

**2. Parking Demand Study**

If the new use requires greater than a 25 percent increase in off-street parking, the applicant may submit a parking demand study as described in §4.5.5A, demonstrating that the proposed new use or combination of uses generates a lesser demand for parking than the requirement specified in Table 4-6.

**N. Valet Parking<sup>117</sup>****COMMENTARY**

The current valet parking regulations in Chapter 144 are more detailed than we typically see, extending beyond zoning issues, into details regarding operation of a valet business (dashboard ticket, customer receipt). Additionally, there are numerous rules that would be challenging to enforce (no holding for more than 5 minutes, cones only one hour before operation begins).

This draft proposes alternate standards that are more typical of the level of regulation in many communities. It covers the basics, which are: how many spaces, ensuring pick-up and drop-off areas do not impede pedestrian or other vehicular circulation, and how an agreement is processed and enforced.

- As is true for all application types, we recommend that specifics of what the parking plan must show to be approved be kept outside the code. Regardless of location, at a minimum the plan should include information on how many spaces are valet-restricted, if there are any time-limit restrictions on the use of the spaces, the layout and configuration of the spaces, and whether the spaces are on-site or off-site from the use(s) they serve.

- This example proposes reliance on a deed restriction to ensure on-going compliance, if that seems too binding or complicated to monitor over time, that provision could be replaced with a permit system, per current requirements. In that case, references to an "agreement" would revert to language about an approved parking plan and permit.

- A requirement to occasionally renew the permit could provide a good opportunity for periodic review of the valet operation, to ensure any complaints or problems with the way it is being operated are addressed prior to permit renewal.

The proposed standards are followed by the current requirements, to allow for comparison. The current standards have been copy edited, but the content has otherwise been carried forward without significant changes.

Valet parking may be used to meet a portion of the minimum number of off-street parking spaces required by Table 4-6. Valet parking shall be subject to the following standards:

**1. Number of Valet Spaces Allowed**

Valet parking may be used to provide the following quantity of required spaces:

- a. Restaurants: up to 50 percent;
- b. Hotels: up to 60 percent; and
- c. Any other non-residential use: up to 35 percent.

**2. Drop-Off and Pick-Up Areas**

A business using valet parking shall provide a designated drop-off and pick-up area. The drop-off and pick-up area may be located adjacent to the building being served, but may not be located in a public right-of-way, fire lane, or other location where its use would impede vehicular and/or pedestrian circulation, cause queuing in a public street, or impede an internal drive aisle serving the development. Drop-off and pick-up areas shall not be permitted to use sidewalks for any stationing of vehicles, even temporarily.

<sup>117</sup> 144-5.1-1(j).

### 3. Valet Parking Agreement

- a. Valet parking may be established and managed only in accordance with a valet parking agreement.
- b. The agreement shall be submitted to the Planning and Development Services Department for review and consideration of approval before being executed.
- c. An attested copy of an approved agreement shall be recorded with the County Clerk before issuance of a building permit for any use to be served by the valet parking.
- d. The agreement shall be considered a restriction that runs with the land, and shall be binding upon the heirs, successors, and assigns of the landowner.
- e. The agreement may be voided by any development or redevelopment that provides 100 percent of the on-site parking required by Table 4-6.
- f. No use serviced by valet parking may continue to operate if the valet parking service becomes unavailable for more than ten consecutive business days, unless alternate off-street parking space to serve the use are provided in accordance with the requirements of Table 4-6.
- g. A violation of the agreement shall constitute a violation of this LDO, and subject to penalty and enforcement as described in §X.X, [General Provisions].

## 4.5.6 Design of Off-Street Parking Areas

### A. Minimum Parking Lot Layout Dimensions<sup>120</sup>

Off-street parking facilities shall be designed to meet the following minimum dimensions and specifications.

**Table 4-9: Parking Layout Dimensions**

Parking Angle ( $^{\circ}$ )	Aisle Width One way / Two way (ft.)	Parking Space Length (min. ft.)	Parking Space Width (min. ft.)	Link to Illustration
90°	24 / 24	18	9	Figure 4.5.6-1: 90-Degree Angle Parking
60°	17.6 / 20	20	9	Figure 4.5.6-2: 60-Degree Angle Parking
45°	13.6 / 20	19	9	Figure 4.5.6-3
30°	12.8 / 20	15.11	9	Figure 4.5.6-4: 30-Degree Angle Parking
0° (parallel)	10 / 20	22	9	N/A

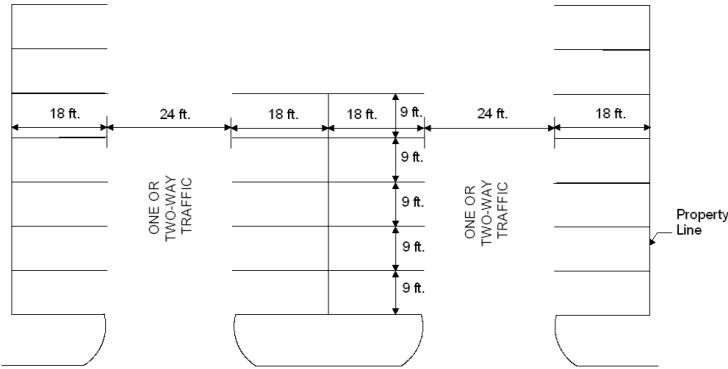
### COMMENTARY

The illustrations below are still in the process of being updated to add a dimension for the length of the driveway before intersecting with parking stalls (throat depth).

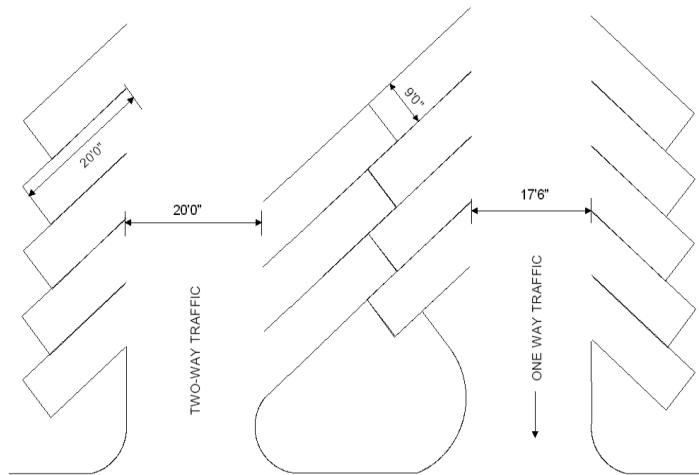
<sup>120</sup> Section 144.5-1(f).

**1. Ninety-Degree Angle Parking**

Each parking space shall not be less than nine feet in width and 18 feet in length. Maneuvering space shall not be less than 24 feet for one-way or two-way traffic operation.

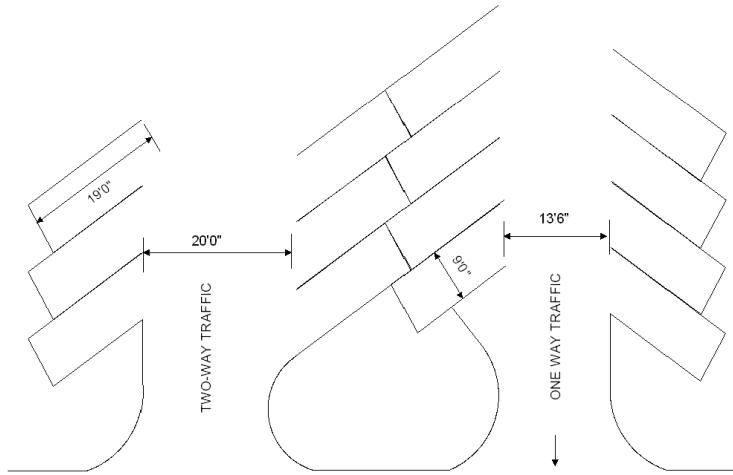
**Figure 4.5.6-1: 90-Degree Angle Parking****2. Sixty-Degree Angle Parking**

Each parking space shall not be less than nine feet in width perpendicular to the parking angle and not less than 20 feet in length when measured at right angles to the building or parking line. Maneuvering space shall not be less than 17 feet six inches for one-way traffic operation, and 20 feet for two-way traffic operation perpendicular to the building or parking line.

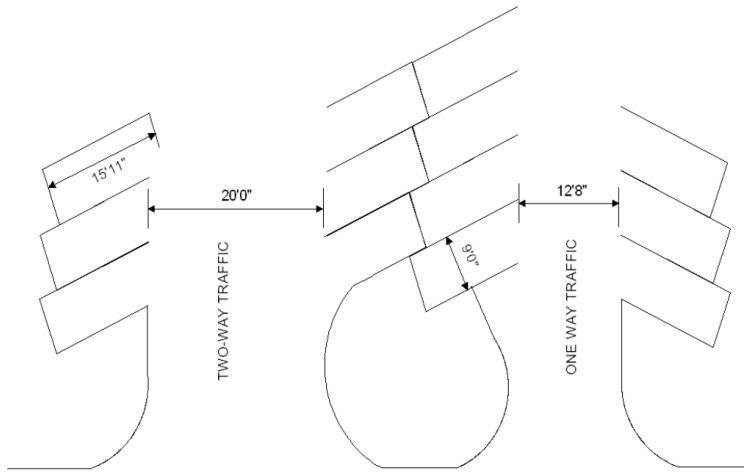
**Figure 4.5.6-2: 60-Degree Angle Parking**

**3. Forty-Five-Degree Angle Parking**

Each parking space shall not be less than nine feet in width perpendicular to the parking angle and not less than 19 feet in length when measured at right angles to the building or parking line. Maneuvering space shall not be less than 13 feet six inches for one-way traffic operation and 20 feet for two-way traffic operation perpendicular to the building or parking line.<sup>121</sup>

**Figure 4.5.6-3: 45-Degree Angle Parking****4. Thirty-Degree Angle Parking**

Each parking space shall not be less than nine feet in width perpendicular to the parking angle and not less than 15 feet 11 inches in length when measured at right angles to the building or parking line. Maneuvering space shall not be less than 12 feet eight inches for one-way traffic operation and 20 feet for two-way traffic operation perpendicular to the building or parking line.

**Figure 4.5.6-4: 30-Degree Angle Parking**

<sup>121</sup> Original text in 144-5.1.-1(f)(5) said 13 feet 5 inches. Here it has been updated to match the Figure, with 13 feet 6 inches for one-way aisle.

**5. Parallel Parking**

Each parking space shall not be less than nine feet in width perpendicular to the curb or parking line and not less than 22 feet in length measured parallel with the curb or parking line. Maneuvering space shall not be less than ten feet for one-way traffic operation and 20 feet for two-way traffic operation parallel to the parking line.

**B. Parking Area Design**

These standards shall apply to all required parking areas except those for one- to four-family dwellings.

**1. Location**

- a. The off-street parking required by this section shall be on the same lot or parcel of land as the structures the parking is intended to serve, unless a shared or off-site parking application is approved, in accordance with §4.5.5C.<sup>122</sup> Required off-street parking shall not be located within a dedicated state right-of-way, unless approved by the Texas Department of Transportation.
- b. To the maximum extent possible, parking area location shall be established according to the order of priority described below, with locations listed in priority order from highest to lowest. When adjacent to residential development, additional standards as described in §4.4.3E.8, *Off-Street Parking and Loading Areas* apply.
  - i. Behind the building;
  - ii. Beside the building; or
  - iii. Between the building and the street.
- c. In mixed-use and neighborhood commercial zoning districts the area, and in the area covered by the Downtown Parking exemption as described in §4.5.2E.2, parking for new development shall not be located between the building and the street.<sup>123</sup>

**2. Interior Configuration<sup>1</sup>**

- a. No parking space shall be located so that another vehicle on the site has to be moved to access that space, except in conjunction with single-family residences, or approved valet parking, as described in §4.5.5N.
- b. Except for one- to four-family dwellings exiting onto local or private streets, the parking space or lot shall be designed so that exiting vehicles are not required to back out across any sidewalk and/or onto a street.
- c. Parking areas shall be designed so that car bumpers do not overhang public sidewalks. Unless otherwise specified in this code, bumpers may overhang internal walkways; however, the minimum clearance required by federal ADA standards shall be maintained.
- d. All off-street parking facilities shall have access to a street, alley, or other public right-of-way through a system of drive aisles and/or easements.
- e. Large parking lots with 500 or more parking spaces shall be divided into smaller subareas that each contain 250 or fewer parking spaces. Buildings, pedestrian walkways, private drives, or landscape areas shall be used to delineate the subareas.
- f. Clear visibility for all interior drive aisles shall be maintained to avoid pedestrian/vehicular conflicts. Speed bumps and humps are discouraged; however, the parking design should be configured to reduce speed, for example through installation of staggered landscape islands.
- g. Parking aisle length shall not exceed 400 feet without a break for circulation.

<sup>122</sup> 144-5.1-1.(c), with edits.

<sup>123</sup> This prohibition may be expanded in Installment 4, which will include standards for historic districts.

<sup>124</sup> New.

- h. Dead-end parking areas exceeding 20 spaces (10 per side of a drive aisle) shall provide a turnaround at least the size of a standard parking space. The turnaround area shall be striped and signed "No Parking."
- i. Pedestrian walkways through parking areas and to buildings are required as described in §X. [Pedestrian Connectivity, Access and Connectivity].

**3. Surfacing****a. Generally**

- i. Except as specified in provision b.iii below, all parking, drive aisle, aprons, and other areas subject to vehicular access or used for the parking, maneuvering, or storing of motor vehicles shall be surfaced with concrete, asphaltic concrete, or asphalt; unless pervious or semi-pervious surfacing is approved as described below.
- ii. The use of coal tar sealant or any sealing products containing coal tar, coal tar pitch, or coal tar pitch volatiles, is not allowed. The use of asphalt-based sealant products is permitted.

**b. Pervious or Semi-Pervious Surfacing**

- i. The use of pervious or semi-pervious parking lot surfacing material, including but not limited to pervious asphalt and concrete, open joint pavers, and reinforced grass/gravel/shell grids may be approved for off-street parking and loading areas, provided the applicant provides a maintenance plan and commits to an ongoing maintenance program (e.g. sweeping, annual vacuuming, repair of surface damage).
- ii. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts.
- iii. Grass may be used as a parking lot surface only for overflow parking in accordance with a development approval or approval of a special event permit.

**4. Stormwater Management**

See applicable standards in Stormwater Management manual under separate cover.

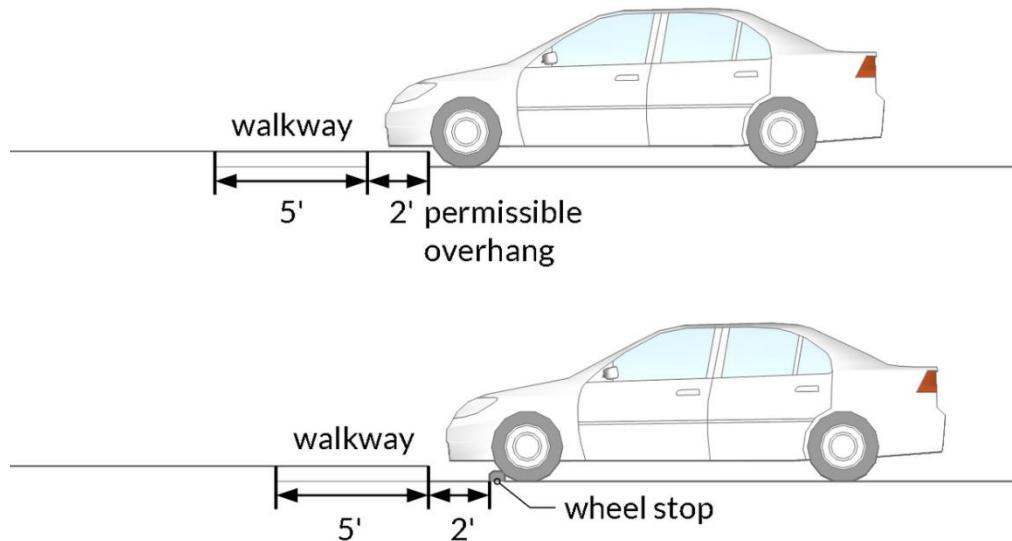
**5. Spaces Restricted for Certain Vehicles**

If provided, restricted spaces (i.e., those dedicated to compact cars, EV charging spaces, or any high-occupancy vehicle spaces designated for carpools or vanpools) shall be signed to indicate what type of vehicle the space is reserved for. Mobility-impaired accessible parking shall be located in closest proximity to building entrances, but other restricted spaces may be prioritized next in proximity.

#### 6. Parking Space Overhang

The length of a parking space may include a two-foot overhang of a curb or wheel stop, so long as the overhang is not over a walkway.

Figure 4.5.6-6: Parking Space Overhang



#### 7. Parking Lot Landscaping

All parking lots, regardless of configuration, shall meet parking lot landscaping requirements, as described §4.2.6.

#### 8. Parking Lot Lighting

All development shall comply with §4.8, *Exterior Lighting*.

#### 9. Compliance Required

When off-street parking facilities are provided in excess of the minimum amounts herein specified, or when off-street parking facilities are provided but not required by this section, the off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space herein specified.

### C. Maintenance<sup>126</sup>

Off-street parking facilities shall be constructed, maintained, and operated in compliance with the following specifications:

1. Parking area paving surface and associated landscaped areas shall be maintained in good condition, and shall be free of weeds, dust, trash, and debris.
2. Construction and location of entrances, exits, aprons, stops, etc., shall be according to standard specifications found in Chapter 114, and shall be located so as to minimize traffic congestion.
3. Except for one- to four-family residential uses, and display areas for vehicle sales and rental uses, all off-street parking spaces shall be striped or otherwise marked to clearly designate

<sup>126</sup> 144-5.1-1(d), with edits.

each space. Striping or marking shall be in accordance with the parking plan as approved in conjunction with the building permit.

- Where the parking area is adjacent to property used for residential purposes, residential adjacency standards related to off-street parking and lighting apply. See §4.4.2, *Fences*.

## 4.5.7 Accessible Parking<sup>127</sup>

### A. Mobility-Impaired Accessible Spaces

#### 1. Required Spaces

In order to provide accessibility to facilities for people with mobility impairments, accessible parking shall be provided as shown in Table 4-10 except for residential buildings with fewer than 3 dwelling units and for the following uses which shall provide the specified percentage of accessible spaces of the total parking spaces provided:

- Medical facilities specializing in treatment of people with mobility impairments: 20%.
- Outpatient medical care facilities: 10%.
- Apartment buildings containing accessible or adaptable dwelling units: one space for each accessible/adaptable unit. Where parking is provided within or beneath a building, accessible spaces shall also be provided within or beneath the building.

**Table 4-10: Schedule of Required Accessible Parking**

Total Parking Spaces Required	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
More than 1,000	20 PLUS one for each 100 over 1,000

#### 2. Van Spaces

One van-accessible space with a minimum vertical clearance of 98 inches shall be provided for every six accessible parking spaces, or fraction thereof.

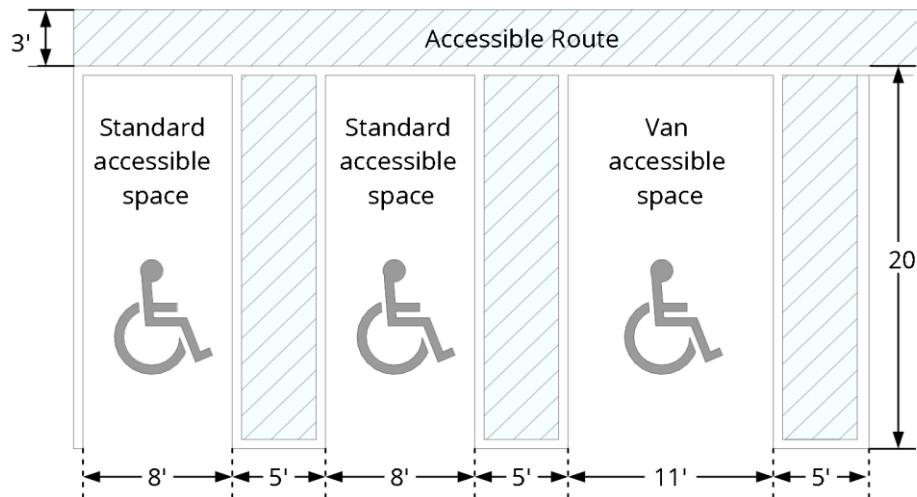
#### 3. Accessible Space Dimensions and Location

- Van accessible spaces shall have a minimum width of 11 feet. Standard accessible spaces shall have a minimum width of eight feet.
- The minimum vertical clearance alongside accessible spaces is 98 inches, and this clearance must also extend along one accessible access route.

<sup>127</sup> New. Though these spaces are required whether they are included in a zoning ordinance or not, it is a measure of user-friendliness to include them, so all applicable parking-related requirements are accessible in one location.

c. Access aisles shall be parallel to and level with the accessible space(s) with no barriers and impediments to movement between the access aisle and the access route to the building. Figure 4.5.7-1 below illustrates some of the applicable requirements.

**Figure 4.5.7-1: Accessible Parking Dimensions**



d. Accessible parking spaces shall be located on the shortest possible access route from the parking space to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible spaces shall be generally distributed to be located near the accessible entrances. In commercial parking facilities that do not serve a particular building, accessible parking shall be located on the shortest possible route to an accessible pedestrian entrance of the parking facility.

e. The access route shall be a minimum of three feet wide, and no car bumper overhang shall be permitted to encroach upon this width.

f. Accessible spaces, van accessible spaces, access aisles, access routes, and passenger loading zones shall be paved, and posted with appropriate signage indicating their restriction for use only by mobility-impaired individuals.

#### **4.5.8 Parking and Storage of Oversized Vehicles<sup>128</sup>**

A. Oversized vehicles shall not be parked upon any private premises, private street, private alley, private parkway, vacant or undeveloped lot/land, or public place within a residential district.

B. This section shall not prevent the temporary parking or standing of oversized vehicles in residential zoning districts for the purpose of expeditiously loading and unloading of passengers, freight, merchandise, or property.

C. This section shall not apply to street construction, maintenance and repair equipment trucks, rollers and implements; or to trucks, equipment, trailers, and vehicles used by any utility company, the City or its contractors engaged in repairing or extending utilities, providing city services, or engaged in an active permitted construction project.

<sup>128</sup> 144-5.1-4, with edits.

## 4.5.9 Off-Street Loading<sup>130</sup>

To avoid impeding the free flow of traffic on adjacent public streets, non-residential uses that receive delivery of material or merchandise shall provide adequate off-street space for standing, loading, and unloading.

### A. Number of Spaces Required

1. The number of spaces required shall be based on the gross square footage of the building, as shown in Table 4-11.

**Table 4-11: Required Off-Street Loading Spaces**

Gross Floor Area	Number of Loading Spaces	Size of Each Loading Space
Less than 30,000 sq ft.	None	N/A
More than 30,000 sq ft.	1 space + 1 for every additional 30,000 sq ft beyond the first 30,000 sq ft	10 ft wide x 25 ft long x 14 ft vertical clearance

2. More than the minimum number of required spaces may be provided, but all spaces shall meet the dimensional and location requirements described in this section.

### B. Location and Design Standards

#### 1. Location

- a. Required off-street loading spaces shall not be permitted in any fire lane, front setback area, or in any required side street setback area.
- b. Off-street loading spaces may occupy all or any part of a required rear setback area where visibility from public streets and windows of neighboring buildings will be minimized.
- c. Customer parking shall be separated from loading areas, and pedestrian walkways shall not cross or traverse these areas.
- d. Loading spaces and access to loading spaces shall not block or restrict the access of surrounding uses.
- e. Public rights-of-way shall not be used for loading and unloading purposes.

#### 2. Design

- a. Loading spaces shall be designed to allow loading vehicle access onto a street, but shall not require the loading vehicles to reverse into or out of a public right-of-way.
- b. At a minimum, the following areas for access and maneuvering shall be provided:
  - i. An access aisle with a minimum width of 18 feet shall be provided for one way aisles and a minimum of 24 feet for two-way aisles.
  - ii. The minimum turning radius for truck traffic areas shall be 40 feet.
  - iii. The loading berth shall be located adjacent, or as close as possible, to the main structure.
- c. Loading areas with roll-up, overhead doors, and areas intended for large semi-truck parking shall be located in the rear of the complex in a service yard with adequate screening provided to buffer their view from public streets.
- d. A loading area adjacent to a residential use shall additionally be subject to the standards described in §4.4.3E.8.

<sup>130</sup> New.

## 4.5.10 Bicycle Parking<sup>131</sup>

Bicycle parking is required pursuant to this section to encourage the use of bicycles by providing secure and convenient places to park bicycles.

### A. Minimum Requirements

1. Except for one- to four family residential development, all new development shall provide on-site parking spaces for bicycles in accordance with Table 4-12.
2. When the calculated number of spaces results in a number containing a fraction, the number is rounded up to the nearest whole number. When a site or building contains a combination of uses, the bicycle parking requirement is based on the sum of the individual uses.

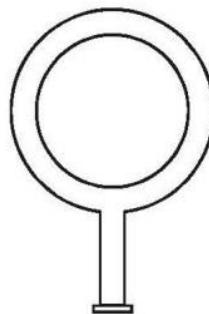
**Table 4-12: Minimum Required Bicycle Parking Spaces**

Use	Minimum Bicycle Parking Requirement
Residential (multi-family, group living)	5-10 units: minimum 4 spaces Over 10 units: 1 space for every 4 units
Commercial / Mixed-Use	Minimum 2, or 1 per 5,000 sq ft, whichever is greater
Civic / Institutional	Minimum 2, or 1 per 10,000 sq ft, whichever is greater
Industrial	Minimum 2, or 1 per 20,000 sq ft, whichever is greater

### B. Facility Design

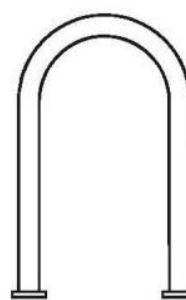
1. Bicycle spaces may be provided as short-term outdoor spaces, or long-term indoor or secured spaces.
2. Bicycle parking facilities shall be racks securely anchored on a hard surface or enclosed lockers installed to prevent removal except by authorized personnel.
3. A bicycle rack must allow a bicycle to be securely held upright with its frame supported in at least two places and allow the frame and one wheel to be locked with a U-lock, or other high-security lock. Figure 4.6.10-23 shows three examples of acceptable bicycle rack design, but other designs that meet the standards described in this provision are also permitted.

**Figure 4.5.10-1: Short-Term Bicycle Rack Design Examples**



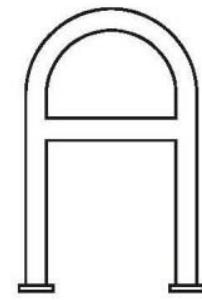
**Post & Loop**

One rack element supports two bikes



**Inverted "U"**

One rack element supports two bikes



**"A"**

One rack element supports two bikes

<sup>131</sup> New.

**C. Location**

1. Multi-family buildings with 50 or more dwelling units shall provide at least 20 percent of the required bicycle parking spaces in long-term storage lockers or other secured indoor area.
2. Non-residential uses may be approved to provide the required bicycle spaces in the right-of-way, along a sidewalk adjacent to the building's frontage, in compliance with the City's right-of-way license agreement process as administered by the Transportation and Capital Improvements Department. Any requests to provide racks in the right-of-way shall not interfere with traffic and pedestrian movement.
3. All outdoor bicycle parking areas shall be located in publicly accessible, highly visible, well-lighted areas.
4. At least 50 percent of the required bicycle spaces must be within 50 feet of the main entrance to the building. If a site has more than one publicly accessible entrance, bicycle parking location shall be distributed among entrances.

**D. Request for Reduction**

The Board of Adjustment may, by special exception, approve a request to reduce the number of bicycle spaces required by this section when the applicant has demonstrated to the Board's satisfaction that fewer spaces than those required will adequately serve the use.