

Memorandum

City of Lawrence

Douglas County

Planning & Development Services

TO: Planning Commission
FROM: Sheila Stogsdill, Planning Administrator
Date: November 16, 2015

RE: Item No. 10: TA-13-00235 –
Section 20-910 – Use of Off-Street Parking Areas AND
Sections 20-908 and 20-915 – Location AND Driveways and Access
FOR DISCUSSION ONLY

*** The summary information and proposed Section 20-910 was provided to the Planning Commission at their August 24, 2015 meeting. Due to the length of the meeting, this discussion was deferred. The overview previously provided is shown below. A summary of Sections 20-908 and 20-915 revisions are provided on the next page.*

Background

The Planning Commission has spent the past year discussing and reviewing appropriate locations for large recreational vehicles and utility trailers on residential properties. This discussion has been deliberative as individual types and sizes of equipment have been evaluated in terms of location in front, rear and side yards.

Attached is a proposed Section 20-910 which addresses several deficiencies in the current code.

Weight Limit – as research has indicated, the automotive industry/departments of transportation no longer use the 'ton rating' to classify sizes of trucks. The size class of trucks is now defined by the gross vehicle weight rating (GVWR) which is the weight of the vehicle and its carrying capacity. The most common trucks on the road are Class 1 through 3, and are used for either light labor or passenger transportation.

Locational Standards - Recreational Equipment and Utility Trailers

Proposed locations for storage/parking are proposed in tables showing types of vehicles/equipment and permitted yard locations based on previous Planning Commission discussions.

Additional Standards such as number of items, occupancy, condition, signage are proposed based on previous Planning Commission discussions.

Action: Feedback requested regarding format and standards identified. Planning Commission discussion requested, if time permits this evening. If this format is acceptable, Staff will move forward with proposed revisions to the remaining sections in Article 9.

Overview of 20-908 and 20-915 Revisions

Regulations regarding driveways, parking area locations and access are located in the Chapter 20 – Land Development Code – and in Chapter 16 – Streets, Sidewalks and Right-of-Way. A number of these standards conflict. In the nine years since the Development Code has been adopted, Staff has found that several of the restrictions in Chapter 20 are overly burdensome and have resulted in numerous BZA variance requests.

For example, the Development Code requires 200 feet of frontage on a residential lot before a second driveway can be constructed. Prior to 2006, the Code required 100 feet of frontage which is consistent with the requirements in Chapter 16. The Development Code standard for the minimum residential lot size in RS40 is 150 feet of width and only 40 feet of frontage. The majority of residential properties in the city are zoned RS7 which only requires 60 feet of lot width and only 40 feet of frontage. The 200 feet of frontage requirement does not seem to align with these standards. Staff has recommended that text from Chapter 16 be utilized in portions of 20-915 to provide consistent standards that more reasonably align with development patterns in the community.

Driveway diagrams have been imported from Chapter 16 to provide guidance for driveway configurations serving detached dwellings and duplex structures. Diagrams depicting alley parking that have been utilized since a 2010 Written Interpretation by the Planning Director have been imported into Section 20-908 to provide guidance. The Commission has received communications from LAN and the Oread Neighborhood about the use of tandem (or “stacked”) parking configurations.

Other changes in Section 20-915 have been made to the organizational structure to try to clearly identify the applicability of different standards. The existing code sections are provided along with the DRAFT sections for comparison and discussion.

Action: Feedback requested regarding format and standards identified. Planning Commission discussion requested, if time permits this evening. If this format is acceptable, Staff will move forward with proposed revisions to the remaining sections in Article 9.

20-910 USE OF OFF-STREET PARKING **SPACES** AND LOADING AREAS

(a) Vehicle Parking Spaces in Residential Districts for Motor Vehicles Only

In all residential districts, Required off-street parking spaces and loading areas are to be used solely for loading, unloading, and the Parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease for sale or lease or for long-term storage of vehicles, boats, truck trailers, motor homes, campers, Mobile Homes, Manufactured Homes, or components thereof, or Building materials.

(1) Detached Dwelling, Attached Dwelling and Duplex Lots

(i) Surfacing

Passenger vehicles, motorcycles and trucks shall be parked on an improved driveway surface in the front, side or rear yards as identified in Section 20-913.

~~(b) — Weight Limit~~

In residential ~~Zoning Districts~~, required off-street ~~Parking Area~~s may only be used by vehicles of up to one ton manufacturer's rated capacity.

(ii) Weight Limit

No commercial may be parked or stored in a residential district unless the vehicle or trailer:

- a. Is classified by the US DOT Federal Highway Administration as a Light or Medium Vehicle having a gross vehicle weight rating (GVWR) of less than 14,000 pounds [Classes 1 – 3] ~~49,500 pounds [Classes 1 – 5]; or~~
- b. Is stored within a garage that complies with all applicable standards of this ordinance.
- c. Commercial motor vehicles and trailers that are making normal and reasonable service calls at the property are exempt from this provision.

(iii) Location and Improvement Standards for Major Recreational Equipment

Major Recreational Equipment, for the purposes of this chapter include: motorized recreational vehicles (RVs/motorhomes)' towable RVs (travel trailers, folding camping trailers, fifth-wheel trailers, truck campers); boats and boat trailers; and sport utility trailers (watercraft, dirt bikes). Major Recreational Equipment is permitted on residential lots as shown in the table below:

Proposed 20-910
Discussion Only – No Action

	<u>Passenger Cars, Trucks & Motorcycles</u>	<u>Motorized Recreational Vehicles</u>	<u>Non-motorized Recreational Vehicles</u>	<u>Watercraft, Boats & Associated Trailers</u>
<u>Park between street curb and front building line</u>	<u>Yes</u>	<u>Yes, if 18' from curb</u>	<u>Yes, if 18' from curb</u>	<u>Yes, if 18' from curb</u>
<u>Park in side yard</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Park in rear yard</u>	<u>Yes, if alley or detached garage on site</u>	<u>Yes, with screening</u>	<u>Yes, with screening</u>	<u>Yes, with screening</u>
<u>Park in enclosed structure</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

- a. In all yards, Major Recreational Equipment shall be parked on an improved driveway surface as defined in 20-913;
- b. Improved driveway surfaces shall be located at least 2 feet from interior side property lines;
- c. Where screening is required, a 6 foot high fencing or view reducing shrubs shall be provided; and
- d. Distance from the street curb should be at least 18 feet from the rear bumper of the Major Recreational Equipment.

(iv) Utility Trailers and Commercial Vehicles

Utility Trailers, for the purposes of this chapter, include both single-axle and dual-axle flatbed trailers for personal use or business use. Commercial Motor Vehicles, for the purposes of this chapter, include vehicles classified by the US Dept. of Transportation (USDOT) as a Medium or Heavy Vehicle having a gross vehicle weight rating (GVWR) of 14,001 pounds or more [Classes 4 – 8]. Trailers and Commercial Vehicles are only permitted on residential lots as shown in the table below

	<u>Commercial Trucks</u>	<u>Utility Trailers</u>
<u>Park between street curb and front building line</u>	<u>No</u>	<u>No</u>
<u>Park in side yard</u>	<u>No</u>	<u>Yes, without equipment stored on them</u>
<u>Park in rear yard</u>	<u>No</u>	<u>Yes, without equipment stored on them</u>
<u>Park in enclosed structure</u>	<u>Yes</u>	<u>Yes, with equipment</u>

- a. In all yards, *Utility Trailers* shall be parked on an improved driveway surface as defined in 20-913;
- b. Improved driveway surfaces shall be located at least 2 feet from interior side property lines;

(iv) Additional Standards for Major Recreational Equipment, Utility Trailers and Commercial Vehicles

- a. **Limit**
 - i. No more than two (2) *Major Recreational Equipment* items, *Utility Trailers* or *Commercial Vehicles*, in any combination, may be parked on an individual residential lot containing a Detached Dwelling or Duplex. Only one (1) such item may be parked in the front or exterior side yard, in accordance with the standards of this section.
- b. **Occupancy**

Major Recreational Equipment items, when parked, shall not:

 - i. Be used for living, sleeping or housekeeping purposes; or
 - ii. Be used for any business activity.
- c. **Condition**

No *Major Recreational Equipment*, *Utility Trailer*, or *Commercial Vehicle* shall be stored outside of a structure if it is inoperable or unsafe for the function for which it is intended nor may it be stored if its appearance is considered blighted under the City's Property Maintenance Code.
- d. **Sight Triangle**

No *Major Recreational Equipment* shall be parked or stored on a corner lot within the sight triangle defined in Section 20-1102.
- e. **Storage Only for Occupant's Property**

Major Recreational Equipment, *Utility Trailer*, or *Commercial Vehicle* parked on a residential lot shall be owned or leased by the resident of the property.
- f. **Signage or Commercial Message**

Only one vehicle with a business name or commercial message may be parked on a residential lot.

PROPOSED 20-908

20-908 LOCATION

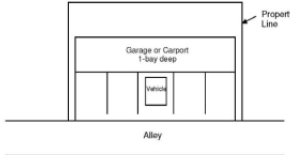
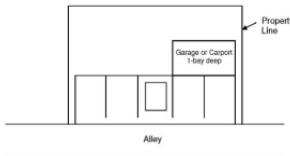
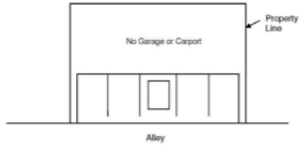
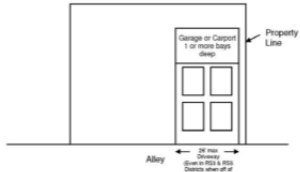
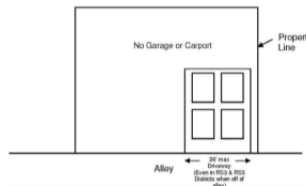
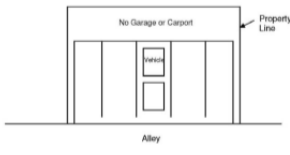
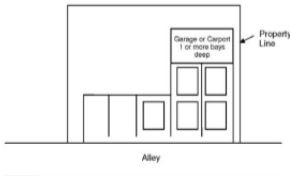
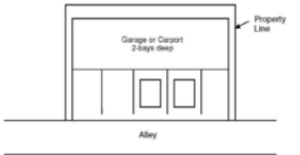
(a) General

Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same **Lot** as the **Principal Use** (See Section 20-909 for possible exceptions).

(b) Residential Districts

No part of a **Parking Area**, other than a **Driveway**, may be located within 25 feet of a Street right-of-way in any residential **Zoning District**.

- (1) No more than 4 vehicles may be parked on **Driveways** or turnarounds within the required Front or **Side Setback** of any **Lot** in a residential **Zoning District**.
- (2) Single or double **Driveways** and turnarounds may not be used to provide required off-street parking within the required **Front** or **Exterior Side Setback** with the exception of when they are serving a **Duplex** or **Detached House Dwelling**.
 - a. With Planning Director permission, a parking area may be permitted closer than 25 feet to an adjacent street in an exterior side yard if the orientation of the structure allows the principal building to be located closer than 25 feet to the adjacent street.
- (3) No parked vehicles required off-street parking spaces shall overhang extend into the right-of-way or block a portion of the any sidewalk.
- (4) Driveways for detached dwellings (single-family homes) and duplex dwellings shall not exceed the standards established in Chapter 16-302 of the City Code and as shown in Section 20-915(b)..
- (5) Driveways shall be located at least 2 feet from side property lines.
- (6) Where alleys are available, parking for detached dwelling and duplex structures shall be provided along the alley in accordance with the following diagrams:

<p>Permitted: Figures 1 – 5</p>  <p>Figure 1 - permitted</p>  <p>Figure 2 - permitted</p>	 <p>Figure 3 - permitted</p>  <p>Figure 4 - permitted</p>
 <p>Figure 5 - permitted</p>	
<p>Not Permitted: Figures 6-8</p> <p>Configurations not permitted, whether or not a garage is constructed adjacent to the open parking area:</p>  <p>Figure 6 - not permitted</p>  <p>Figure 7 - not permitted</p>	 <p>Figure 8 - not permitted</p>

- (7) ~~Driveway widths may not exceed 26 feet in residential Districts. All Driveway cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.~~
- (8) ~~In RS3 and RS5 Districts, residential Driveways may be constructed a maximum of 12' wide to reduce pavement width and maintain the character of the neighborhood.~~

(c) Nonresidential Districts

The location of off-street **Parking Areas** in ~~Commercial and Industrial~~ **nonresidential Zoning Districts** shall comply with the adopted city design standards and the following standards:

District	Allowed Location	Minimum Setback (feet)**		
		From Right-of-Way	From Residential Lot Lines	<u>From Nonresidential Lot Lines</u>
CN1	Not allowed between the Facade of the Building with the main entrance and the Street. <u>when new/major development projects are proposed.</u>	15	10	<u>5</u>
CO	<u>No restriction except as specified in Article 5.</u>			
CN2				
CD	Prohibited between a Building and any Street			
CC	No restriction except as specified in Article 5.			
CR				
CS				
IBP				
IL				
IM				
IG				
H				
GPI				
OS				
MU	Prohibited in the Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone . No restriction in a Tertiary Development Zone .			

**** Setbacks may also be affected by required Bufferyards as identified in Section 20-1005.**

PROPOSED 20-915 *(this section is combination of existing text and new, presented in different format to clarify standards that apply to particular types of development)*

20-915 DRIVEWAYS AND ACCESS

The standards of this section apply to all **Driveways** providing **Access** to property, unless specifically noted below.

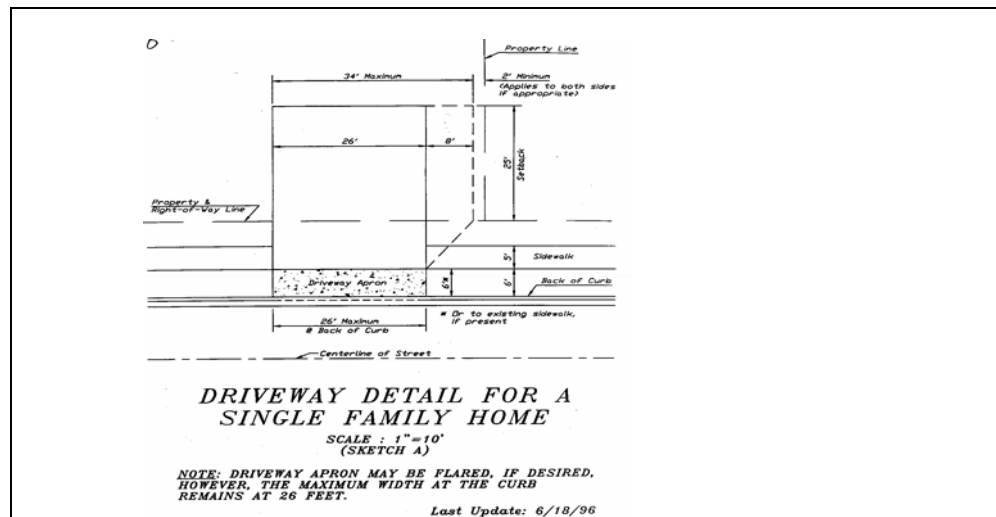
(a) General Standards

- (1) **Vehicular Access** to property from the street frontage is allowed only by way of **Driveways**. No other portion of the **Lot Frontage** may be used for vehicle ingress or egress.
- (2) When available, **Alley Access** is encouraged and preferred. Alley parking for Detached Dwellings and Duplex Structures shall conform to the locational diagrams depicted in Section 20-908(b)(6).
- (3) **Driveways** shall intersect the **Street** at right angles, unless approved by the City Engineer.
- (4) All **Driveway** curb cuts require a permit from the Public Works Department unless the **Driveway** is approved through a building permit, site plan or development plan approval.
- (5) **Lots** created (by subdivision or replat) after the **Effective Date** with widths of 50 feet or less shall only have **Access** from an **Alley** or a **Shared Driveway**.

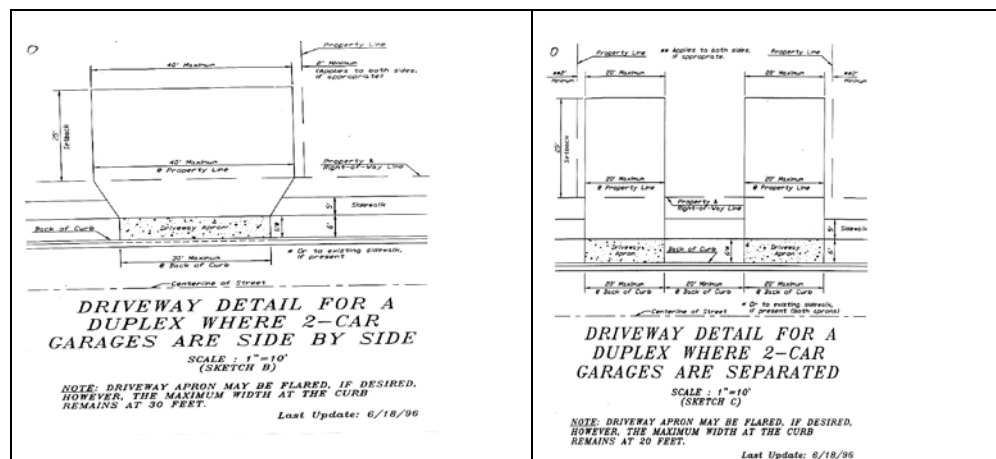
(b) Driveways serving Detached Dwellings, Attached Dwellings and Duplexes
(moved from 20-908)

- (1) **Driveways** may not exceed 26 feet in width at the property line except in conformance with standards outlined in Chapter 16, Article 3 of the City Code or as limited below:
 - (i) In RS3 and RS5 Districts, **Driveways** shall be a maximum of 12 feet wide to reduce pavement width and maintain the character of the neighborhood.
 - (ii) However, in RS3 and RS5 Districts, Driveways may be constructed wider than 12 feet when the Planning Director has determined that a majority of the driveways in the same block are more than 12 feet wide.

- (2) Driveways for detached dwellings (single-family homes) and duplex dwellings shall not exceed the standards established in Chapter 16-302 of the City Code as represented below:



- (3) Driveways for duplex dwellings shall not exceed the standards established in Chapter 16-302 of the City Code as represented below:



(c) Driveways serving Multi-Dwelling developments or Non-Residential Uses

- (1) No **Parking Area** or **Access** drive shall be arranged so that any vehicle may back directly onto the street.
- (2) **Driveways** shall be designed to provide a minimum vehicle turning radii of 15 feet. Greater radii may be required by the City Engineer if needed to accommodate the types of vehicles that the **Driveway** is intended to serve.
- (3) **Access** drives to **Parking Areas** shall be located to provide sufficient on-site space to accommodate queued vehicles waiting to park or exit without interfering with on-street traffic.
- (4) ~~Where appropriate~~, provisions for circulation between adjacent **Parcels** on **Collector** and **Arterial Streets** should be provided through coordinated planning.

- (i) Cross Access or Public Access Easements shall be dedicated to ensure coordinated Access between properties when a property is platted or a site plan/development plan is approved.
- (ii) Easements shall be recorded at the County Register of Deeds office.
- (5) ~~Joint-Use Driveways shall not be used as circulation aisles for Access to Parking Spaces.~~ *(if deleted, should definition also be deleted?)*

(d) Turn Lanes and Tapers

Unless determined to be unnecessary by the City Engineer, turn lanes are required when:

- (1) Driveways intersect Arterial Streets. Turn lanes shall be a minimum of 150 feet in length plus the taper.
- (2) Driveways serving non-residential uses intersect Collector Streets.
 - (i) Left-turn lanes shall be a minimum of 100 feet in length plus the taper.
 - (ii) Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour in the peak hour.
- (3) A traffic impact analysis indicates such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.

(e) Driveway Grade

The Grade of a two-way, one-way or divided Driveway shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(f) Sight Distance

- (1) Direct-Access Driveways shall be located to allow for the minimum sight distance based on the intersection type (full or partial Access) and the Street type.
- (2) Sight distances shall be determined by a professional engineer licensed by the State of Kansas, utilizing the most recent AASHTO Green Book Standards*, and shall be based on the design speed of the Street or the 85th percentile speed, whichever is higher. (* A Policy on Geometric Design of Highways and Streets.)

(g) Driveway Spacing

All direct Access to any Public Street shall be in accordance with the City's Access Management Guidelines.

(1) Multi-Dwelling and Non-Residential Access

(i) Arterial Streets

Direct Access to Arterial Streets is discouraged.

- a. In redevelopment or infill situations where the subject property has no other reasonable Access to the Street system, the Access location shall be determined based on the City Engineer's determination and considering the Street's Ultimate Design configuration.

- b. When direct **Access** to an **Arterial Street** is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met due to an unusually narrow or shallow **Lot** size, the City Engineer may reduce the spacing between curb cuts as long as the reduction does not result in an unsafe traffic condition.

1. **Spacing from Controlled Intersections**

All **Driveways** providing **Access** to **Arterial Streets** shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is 300 feet or beyond the limits of the area of influence of the intersection as defined in the accepted TIS, whichever is greater.

2. **Spacing from Other Access Points**

All **Driveways** providing **Access** to **Arterial Streets** shall be constructed so that the curb line extended is at least 300 feet from the closest Street or Driveway intersection.

- (ii) **Collector Streets**

- a. Direct **Access** to **Collector Streets** shall be regulated in accordance with the following standards. In the event that such standard cannot be met because of an unusually narrow or shallow **Lot** size, the City Engineer may reduce the spacing so long as the reduction does not result in an unsafe traffic condition.

1. **Spacing from Controlled Intersections**

All **Driveways** providing **Access** to **Collector Streets** shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is at least 300 feet to the closest intersecting **Arterial Street** or at least 250 feet to an intersecting **Collector** or **Local Street**.

2. **Spacing from Other Access Points**

All **Driveways** providing **Access** to **Collector Streets** shall be constructed so that the curb line extended from a non-signalized **Street** or **Driveway** intersection is at least 250 feet to the closest intersecting **Street** or **Driveway**.

- (2) **Detached Dwelling, Attached Dwelling and Duplex Access to Local and Collector Streets**

Direct **Access** to **Collector Streets** is prohibited except when the subject property has no other reasonable **Access** to the **Street** system and the City Engineer determines that **Access** can be safely accommodated.

- (i) **Detached Dwelling Lots** *(modified to align with Chapter 16-114)*

Each property containing a Detached Dwelling shall be allowed one driveway curb cut with the following exceptions:

- a. Interior lots will be allowed two driveway curb cuts if the length of the lot line adjacent to the street is at least 100 feet.

- b. Corner lots will be allowed two driveway curb cuts if the length of either lot line adjacent to the street is at least 100 feet.
- i. These two curb cuts may both be constructed along one lot line or one along each lot line; however both curb cuts may only be constructed along one lot line if that lot line is at least 100 feet in length.

(ii) Attached Dwelling Lots

Driveway standards for Attached Dwelling Lots are provided in Section 20-503 of this Chapter.

(iii) Duplex Dwelling Lots

Two curb cuts are permitted on a Duplex Lot in accordance with Section 16-302, Sketch C of the City Code and as shown in Section 20-915(b)(c).

(iv) Lots with Alley Access (standard in 20-810(c))

Alley Access is permitted and a preferred Access alternative, where available.

(Driveway from alley max width – do we want to indicate 12' in RS3 & RS5 (without parking tray) PERHAPS NOT, BECAUSE OF ENCOURAGING ALLEY PARKING)

(v) Cul-de-Sac Lots (standard in 16-302(A)(4))

Not more than one Driveway curb cut per lot is permitted on the bulb of a Cul-de-Sac.

(vi) Distance from Intersecting Streets (standard from 16-302.1)

- a. Driveway curb cuts on corner lots shall be at least 25 feet from the curb line extended of a Local Street.
- b. Driveway curb cuts on corner lots shall be at least 50 feet from the curb line extended of a Collector or Minor Arterial Street.
- c. Driveway curb cuts on corner lots shall be at least 75 feet from the curb line extended of a Major Arterial Street.

(vii) Distance from Other Driveways (standard from 16-302.1)

Driveway curb cuts on the same lot shall have a minimum of 20 feet between the inner edge of the drives measured at the curb line.

(h) Waivers

- (i) Waivers from Section 20-915 may be approved by the Planning Director if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.
- (ii) The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section 20-916 if it is

determined that such an analysis is necessary in order to render a competent decision on the requested waiver.

ARTICLE 9. PARKING, LOADING AND ACCESS

20-901	General
20-902	Off-Street Parking Schedule A
20-903	Off-Street Parking Schedule B
20-904	Off-Street Parking Schedule C
20-905	Off-Street Parking Schedule D
20-906	Off-Street Loading
20-907	Rules for Calculating Requirements
20-908	Location
20-909	Shared and Off-Site Parking
20-910	Use of Off-Street Parking and Loading Areas
20-911	Vehicle Stacking Areas
20-912	Accessible Parking for Physically Disabled Persons
20-913	Parking and Loading Area Design Standards
20-914	Landscaping
20-915	Driveways and Access
20-916	Traffic Impact Study

20-901 GENERAL**(a) Purpose**

The regulations of this article are intended to ensure that the off-street parking, loading, and Access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and Access demand.

(b) Applicability**(1) New Development**

Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(2) Enlargements and Expansions

- (i)** Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing Building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.
- (ii)** In the case of enlargements or expansions of Buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing Building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.

(3) Change of Use or Occupancy

Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the [Building](#), based on the standards of this development code.

(c) Parking in Excess of Required Standard

- (i) Developments that provide parking in excess of the required standards must mitigate the impacts of the increased [Impervious Surface](#) through use of storm drainage Best Management Practices (BMPs) as provided in the City's adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – Sept. 2003 and subsequent updates].
- (ii) [Detached Dwellings](#), [Attached Dwellings](#) and [Duplex](#) residential uses shall be exempt from the requirements of 20-901(c)(i).

(d) Reductions Below Minimums

The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this Section, except:

- (i) When waived by the [Planning Director](#) on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;
- (ii) For good cause shown, when waived by the [Planning Director](#) as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or
- (iii) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(e) Issuance of [Building](#) Permits or Certificates of Occupancy

No [Building](#) permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

(f) Exemption for CD District

Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD [Zoning District](#) are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006

Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.

20-902 OFF-STREET PARKING SCHEDULE A

Unless otherwise expressly stated in this article, Off-street [Parking Spaces](#) shall be provided in accordance with the minimum ratios of the following, Schedule A.

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RESIDENTIAL USE GROUPS		
HOUSEHOLD LIVING		
Accessory Dwelling Unit	See 20-534 for standards	None
Attached Dwelling	2 per Dwelling Unit	
Cluster Dwelling		
Detached Dwelling		
Duplex	1 per bedroom	
Manufactured Home	2 per Dwelling Unit	
Manufactured Home, Residential-Design		
Mobile Home	2 per Dwelling Unit (1 may be located in common area)	
Mobile Home Park		
Multi-Dwelling Structure	1 per bedroom, + 1 per 10 units (visitors and guests) ^[1]	1 per 4 auto spaces
Non-Ground Floor Dwelling	1 per bedroom	None
Work/Live Unit	1 per Dwelling Unit	
Zero Lot Line Dwelling	2 per Dwelling Unit	
Home Occupation, Type A or B	See 20-537 for standards	
GROUP LIVING		
Assisted Living	1 per independent living unit; 0.5 per Assisted Living unit	None
Congregate Living	1 per bedroom ^[1]	1 per 4 auto spaces
Dormitory and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	0.75 per lawful occupant	
Group Homes, General	1 + 1 per employee	None
Group Homes, Limited	2 per Dwelling Unit	
PUBLIC AND CIVIC USE GROUPS		
COMMUNITY FACILITIES		
Adult Day Care	1 per 1.5 employees	None
Cemetery	per Schedule D (Section 20-905)	
College / University	1 per 4 employees + 1 per 10 students [based on average annual attendance]	1 per 5 students
Cultural Center / Library	1 per 500 square feet	5 or 1 per 4 auto spaces, whichever is greater
Day Care Center	1 per 1.5 employees + 4 spaces	None

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Day Care Home, Class A	1 per 1.5 employees	
Day Care Home, Class B		
Detention Facilities	per Schedule D (Section 20-905)	1 per 10 auto spaces
Lodge, Fraternal and Civic Assembly	1 per 500 square feet	None
Postal Service	per Schedule D (Section 20-905)	5 or 1 per 10 auto spaces, whichever is greater
Public Safety	per Schedule D (Section 20-905)	None
School, Grades K–9	1 per 1.5 teachers and employees	1 per 5 students
Grades 10+	1 per 1.5 teachers and employees + 1 per 3 students	5 or 1 per 10 auto spaces, whichever is greater
Funeral and Interment Cremating Interring Undertaking	1 per vehicle used in the business; 1 per vehicle used in the business; 1 per 300 square feet	None
Temporary Shelter	1 per 1.5 employees	1 per 5 clients
Social Service Agency	1 per 300 square feet	1 per 10 auto spaces
Community Meal Program	1 per 1.5 employees + 1 per 5 seats	5 or 1 per 10 auto spaces, whichever is greater
Utilities, Minor	1 space	1 per 10 auto spaces
Utilities and Service, Major	1 per 1.5 employees	
MEDICAL FACILITIES		
Extended Care Facilities, General and Limited	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Health Care Office; Health Care Clinic	1 per 300 square feet	1 per 10 auto spaces
Hospital	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Outpatient Care Facilities	1 per 300 square feet	1 per 10 auto spaces
RECREATIONAL FACILITIES		
Active Recreation	Per Schedule D (Section 20-905)	5 or 1 per 4 auto spaces, whichever is greater
Entertainment & Spectator Sports, General	1 per 3 seats	1 per 10 auto spaces
Entertainment & Spectator Sports, Limited	1 per 4 seats	5 or 1 per 10 auto spaces
Participant Sports & Recreation, Indoor	1 per 500 square feet of customer/activity area	1 per 10 auto spaces
Participant Sports & Recreation, Outdoor	1 per 500 square feet of customer/activity area	
Nature Preserve / Undeveloped	Per Schedule D (Section 20-905)	
Passive Recreation		
Private Recreation		

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RELIGIOUS ASSEMBLY		
Campus or Community Institution	1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses	5 or 1 per 10 auto spaces, whichever is greater
Neighborhood Institution		
COMMERCIAL USE GROUPS		
ANIMAL SERVICES		
Kennel	1 per 500 square feet	None
Livestock Sales	1 per 600 square feet	None
Sales and Grooming	1 per 300 square feet	1 per 10 auto spaces
Veterinary	1 per 400 square feet	None
EATING AND DRINKING ESTABLISHMENTS		
Accessory Bar	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	None
Accessory Restaurant	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Bar or Lounge	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
Brewpub		
Fast Order Food	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Fast Order Food, Drive-In		
Nightclub	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	
Private Dining Establishment	Per Section 20-539	Per Section 20-539
Restaurant, Quality	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
OFFICE		
Administrative and Professional	1 per 300 square feet	1 per 10 auto spaces
Financial, Insurance and Real Estate		
Other		
PARKING FACILITIES		
Accessory	None	None
Commercial		

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RETAIL SALES AND SERVICE		
Building Maintenance Service	1 per 500 square feet	1 per 10 auto spaces
Business Equipment Sales and Service	1 per 300 square feet	
Business Support Service	1 per 400 square feet	
Construction Sales and Service	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Food and Beverage Retail Sales	1 per 300 square feet	5 or 1 per 10 auto spaces
Mixed Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Personal Convenience Service	1 per 300 square feet	1 per 10 auto spaces
Personal Improvement Service	1 per 200 square feet	1 per 10 auto spaces
Repair Service, Consumer	1 per 400 square feet	
Retail Sales, General	per Schedule B (Section 20-903)	
Retail Establishment, Large	per Schedule B (Section 20-903)	1 per 10 auto spaces
Retail Establishment, Medium		
Retail Establishment, Specialty		
SEXUALLY ORIENTED BUSINESSES		
Sexually Oriented Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Physical Sexually Oriented Business		
Sex Shop	1 per 4 seats	
Sexually Oriented Theater		
TRANSIENT ACCOMMODATION		
Bed and Breakfast	1 per guest room + 1 per 1.5 employees	None
Campground	1 per camp space	None
Elderhostel	1 per guest room + 1 per 1.5 employees for associated uses	as required for associated uses
Hotel, Motel, Extended Stay		
VEHICLE SALES AND SERVICE		
Cleaning (Car Wash)	2 + stacking spaces per Section 20-911	None
Fleet Storage	1 per 1.5 employees	
Gas and Fuel Sales	1 per 300 square feet of retail sales area + 2 per pump island	
Heavy Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Heavy Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Inoperable Vehicles Storage	1 per 1.5 employees	
Light Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Light Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Recreational Vehicle and Boat Storage	1 per 25 storage spaces	

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
INDUSTRIAL USE GROUPS		
INDUSTRIAL FACILITIES		
Explosive Storage	per Schedule C (Section 20-904)	None
Industrial, General		
Industrial, Intensive		
Laundry Service		
Maker Space, Limited	Per Schedule B (Section 20-904)	1 per 10 auto spaces
Maker Space, Intensive	Per Schedule C (Per Section 20-904)	1 per 10 auto spaces
Manufacturing and Production, Limited	per Schedule C (Section 20-904)	
Manufacturing and Production, Technological		
Research Service	per Schedule C (Section 20-904)	1 per 10 auto spaces
Scrap and Salvage Operation	1 per acre	None
WHOLESALE, STORAGE AND DISTRIBUTION		
Exterior Storage	per Schedule C (Section 20-904)	None
Heavy		
Light		
Mini-Warehouse	4 + 1 per 25 rental spaces	
OTHER USE GROUPS		
ADAPTIVE REUSE		
Designated Historic Property	As established at time of Special Use approval per Section 20-501	As established at time of Special Use approval per Section 20-501
Greek Housing Unit		
AGRICULTURE		
Agricultural Sales	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Agricultural Services	1 per 1.5 employees	1 per 10 auto spaces
Agriculture, Animal	None	None
Agriculture, Crop	None	None
COMMUNICATIONS FACILITIES		
Amateur and Receive Only Antennas	None	None
Broadcasting Tower	1 space	None
Communications Service Establishment	1 per 400 square feet	1 per 10 auto spaces
Telecommunications Antenna	None	None
Telecommunications Tower	1 space	None
Satellite Dish	None	None

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
MINING		
Mining	per Schedule D (Section 20-905)	None
RECYCLING FACILITIES		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
Footnotes:		
<p>[1] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <ol style="list-style-type: none"> 1. Finished and unfinished area that is able to comply with the building code standard for livable space ceiling height without structural alterations, including the following: <ol style="list-style-type: none"> a. Attic space when it is accessed by a permanent stairway. b. Basement space. c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system. 		

20-903 OFF-STREET PARKING SCHEDULE B

- (a) Off-street [Parking Spaces](#) for Schedule B uses shall be provided in accordance with the following standards. These standards shall be minimum standards for the provision of off-street [Parking Spaces](#).

Gross Floor Area (Sq. Ft.)	Off-Street Parking Spaces Required
1-45,000	1 per 300 square feet
45,001-100,000	150 + 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet
100,001+	288 + 1 per 500 square feet of Gross Floor Area above 100,000 square feet

- (b) The maximum number of off-street [Parking Spaces](#) for a Schedule B use shall not exceed 120% of the minimum required number of [Parking Spaces](#) for such a use.

20-904 OFF-STREET PARKING SCHEDULE C

Off-street [Parking Spaces](#) for Schedule C uses shall be provided in accordance with the following standards:

Gross Floor Area (Sq. Ft.)	Off-Street Parking Required		
		Warehousing Floor Area Manufacturing or Other Floor Area	Outdoor Storage Area
1-20,000	1 per vehicle used in the business +	1 per 1,000 square feet +	1 per acre
20,001 – 120,000		1 per 5,000 square feet +	1 per acre
120,001 +		1 per 10,000 square feet +	1 per acre
If business is employee intensive, parking may be based on ratio of employees	1 per vehicle used in the business +	1 per 1.5 employees on largest shift	1 per acre

20-905 OFF-STREET PARKING SCHEDULE D

Schedule “D” uses have widely varying Parking demand characteristics, making it difficult to specify a single off-street parking standard.

(a) Standards

Upon receiving a development application for a use subject to “Schedule D” standards, the [Planning Director](#) shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements.

(b) Parking Study

The decision of the [Planning Director](#) shall be based upon a Parking study prepared by the applicant.

- (1) The study shall include estimates of Parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the [Planning Director](#), and include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use.
- (2) Comparability will be determined by [Density](#), [Scale](#), bulk, area, type of activity, and location.
- (3) The study shall document the source of data used to develop the recommendations.

20-906 OFF-STREET LOADING**(a) General**

Goods may not be loaded or unloaded from the right-of-way of a Collector or [Arterial Street](#) and no part of any vehicle may extend into the right-of-way of a Collector or [Arterial Street](#) while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

(b) Loading Schedule

Off-Street loading spaces shall be provided in accordance with the minimum ratios shown in the following table:

Use	Building Floor Area (gross sq. ft.)	Required Loading Spaces	Space Size (feet)
Public and Civic	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
Commercial (except Retail Sales, General)	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
Retail Sales, General	1-4,999	None	N/A
	5,000+	[1]	[1]
Industrial	1-4,999	None	N/A
	5,000+	1 up to 40,000 sq. ft. + 1 addl up to 100,000 sq. ft. + 1 per 100,000 sq. ft. above 100,000	10 × 25; 10 × 50 for bldgs. over 20,000 sq. ft.

[1] The following standards apply:

Building Floor Area (square feet)	Required Loading Spaces	Space Size (feet)
5,000 to 10,000	1	10 × 25
10,001 to 25,000	2	10 × 25
25,001 to 40,000	2	10 × 50
40,001 to 100,000	3	10 × 50
100,001 to 250,000	4	10 × 50
+250,000	1 per 200,000 above 250,000	10 × 50

20-907 RULES FOR CALCULATING REQUIREMENTS

The following rules apply when calculating off-street parking and loading requirements.

(a) Multiple Uses

Unless otherwise approved, [Lots](#) containing more than one use shall provide Parking and loading in an amount equal to the total of the requirements for all uses. (See the [Shared Parking](#) provisions of Section 20-909 for possible exceptions.)

(b) Fractions

When measurements of the number of required spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number. For example, if a minimum requirement of 1 space per 200 square feet is applied to a 900 square foot [Building](#), 5 spaces are required, since the fraction of 4.25 is rounded up to 5 spaces.

(c) Area Measurements

- (1) Unless otherwise specifically noted, all Parking and loading standards given in square feet shall be computed on the basis of [Gross Floor Area](#), which is to be measured using all of the [Floor Area](#) on each floor of the [Building](#), whether or not such area is enclosed by walls. Interior areas used for off-street parking or off-Street loading facilities are not counted in calculating the number of [Parking Spaces](#) required.
- (2) For outdoor areas, calculations will be based on the portion of the [Lot](#) actually being used for the specified purpose.

(d) Occupancy- or Capacity-Based Standards

For the purpose of calculating Parking requirements based on employees, students, residents or occupants, calculations are to be based on the greatest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

(e) Bench Seating

When seating consists of benches, pews or other similar seating facilities, each 24 linear inches of seating space counts as 1 seat.

(f) Unlisted Uses

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the [Planning Director](#) shall apply the off-street parking standard specified for the listed use that the [Planning Director](#) deems most similar to the proposed use or the requirements of off-street parking schedule D, Section 20-905.

20-908 LOCATION**(a) General**

Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same **Lot** as the **Principal Use** (See Section 20-909 for possible exceptions).

(b) Residential Districts

No part of a **Parking Area**, other than a **Driveway**, may be located within 25 feet of a Street right-of-way in any residential **Zoning District**.

- (1) No more than 4 vehicles may be parked on **Driveways** or turnarounds within the required Front or **Side Setback** of any **Lot** in a residential **Zoning District**. Single or double **Driveways** and turnarounds may not be used to provide required off-street parking within the required **Front** or **Exterior Side Setback** with the exception of when they are serving a **Duplex** or **Detached House**.
- (2) **Driveway** widths may not exceed 26 feet in residential Districts. All **Driveway** cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.
- (3) In RS3 and RS5 Districts, residential **Driveways** may be constructed a maximum of 12' wide to reduce pavement width and maintain the character of the neighborhood.

(c) Nonresidential Districts

The location of off-street **Parking Areas** in Commercial and Industrial **Zoning Districts** shall comply with the adopted city design standards and the following standards:

District	Allowed Location	Minimum Setback (feet)	
		From Right-of-Way	From Residential Lot Lines
CN1	Not allowed between the Facade of the Building with the main entrance and the Street.	15	10
CO			
CN2			
CD	Prohibited between a Building and any Street		
CC	No restriction except as specified in Article 5.		
CR			
CS			
IBP			
IL			
IM			
IG			
H			
GPI			
OS			
MU	Prohibited in the Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone . No restriction in a Tertiary Development Zone .		

20-909 SHARED AND OFF SITE PARKING**(a) Purpose**

The shared and off-site off-street parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street parking facilities in situations where a mix of uses creates staggered peak periods of parking demand and to locate off-street parking facilities on a different site than the uses served by the Parking.

(b) Approval Procedure

Shared or off-site off-street parking arrangements require review and approval in accordance with the Site Plan Review procedures of Section 20-1305.

(c) Location

All shared or off-site off-street [Parking Spaces](#) shall be located no further than 600 feet from the main entrance of the [Buildings](#) or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site [Lot](#) and the [Principal Use](#) or uses.

(d) Zoning Classification

Shared and off-site [Parking Areas](#) require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared or off-site [Parking Area](#), except as permitted in Section 20-535. Shared and off-site [Parking Areas](#) are to be considered [Accessory Uses](#) to the [Principal Uses](#) that the [Parking Spaces](#) serve.

(e) Required [Shared Parking Study and Analysis](#)

For proposed [Shared Parking Areas](#), the applicant shall submit a [Shared Parking](#) analysis to the [Planning Director](#) that clearly demonstrates the feasibility of shared or off-site Parking. The study shall be provided in a form established by the [Planning Director](#) and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants and customers, the anticipated rate of Parking turnover and the anticipated peak Parking and traffic loads for all uses that will be sharing off-street [Parking Spaces](#).

(f) Parking Agreement

The sharing or off-site location of required Parking shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the [Owner](#) of the [Parking Area](#) and the [Owner](#) of all uses that are located on a different [Lot](#) and served by the [Parking Area](#).

- (1) The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the Director of Legal Services. Approved shared or off-site Parking agreements shall be recorded with the Register of Deeds.
- (2) The applicant for a [Building](#) Permit or certificate of occupancy for the use that is served by [Parking Spaces](#) on the other [Lot](#) shall submit a copy of such agreement along with the application for the permit or certificate.
- (3) Any violation of the agreement required under this subsection constitutes a violation of this Development Code.

20-910 USE OF OFF-STREET PARKING AND LOADING AREAS**(a) Parking for Motor Vehicles Only**

Required off-street parking and loading areas are to be used solely for loading, unloading, and the Parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, truck trailers, motor homes, campers, [Mobile Homes](#), [Manufactured Homes](#), or components thereof, or [Building](#) materials.

(b) Weight Limit

In residential [Zoning Districts](#), required off-street [Parking Areas](#) may only be used by vehicles of up to one ton manufacturer's rated capacity.

20-911 VEHICLE STACKING AREAS

The vehicle stacking standards of this subsection apply unless otherwise expressly approved by the City Engineer.

(a) Minimum Number of Spaces

Off-Street stacking spaces shall be provided as follows:

Activity Type	Minimum Number of Stacking Spaces
Bank teller lane	4 per teller or window
Automated teller machine	2 per machine
Restaurant drive-through	4 at each order box and 4 at each pick-up window
Car wash stall, automatic	4 at each entrance
Car wash stall, self-service	4 at each entrance
Gasoline pump island	1 at end of each pump island
Schools	10 on each elementary and junior high school Driveway 5 on each senior high school Driveway
Other	As determined by the City Traffic Engineer based on a traffic impact analysis

(b) Design and Layout

Required stacking spaces are subject to the following design and layout standards.

(1) Size

Each stacking space shall be a minimum of 8 feet by 20 feet in size.

(2) Location

Stacking spaces may not impede on-site or off-site traffic movements or movements into or out of off-street [Parking Spaces](#).

(3) Design

Stacking spaces shall be separated from other internal [Driveways](#) by raised medians if deemed necessary by the City Engineer for traffic movement and safety.

20-912 ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSONS

A portion of the total number of required off-street **Parking Spaces** in each off-street **Parking Area** shall be specifically designated, located and reserved for use by persons with physical disabilities.

(a) Spaces Required

The following table shows the minimum number of accessible spaces that shall be provided. **Parking Spaces** designed for persons with disabilities are counted toward fulfilling off-street parking standards. These standards may not be varied or waived.

Total Parking Spaces Provided	Required Number of Accessible Spaces		
	Auto	Van	Total
1 – 25	0	1	1
26 – 50	1	1	2
51 – 75	2	1	3
76 – 100	3	1	4
101 – 150	4	1	5
151 – 200	5	1	6
201 – 300	6	1	7
301 – 400	7	1	8
401 – 500	7	2	9
501 – 1,000	7 per 8 accessible spaces	1 per 8 accessible spaces	2% of total spaces
1,001+	7 per 8 accessible spaces	1 per 8 accessible spaces	20, plus 1 per 100 spaces over 1,000

(b) Special Requirements for Medical Care Facilities

Facilities providing medical care and other services for persons with mobility impairments shall provide accessible **Parking Spaces** as follows:

- (1) All outpatient facilities shall provide at least one accessible **Parking Space**, or spaces equal to ten percent (10%) of the total number of **Parking Spaces** provided, whichever is greater.
- (2) Facilities that specialize in treatment or services for persons with mobility impairments shall provide at least one accessible **Parking Space**, or spaces equal to 20% of the total number of **Parking Spaces** provided, whichever is greater.

(c) Special Requirements for Congregate Living and Multiple-unit Residential

New construction, additions to, or alterations of **Congregate Living** residences containing 4 or more sleeping units shall comply with the accessibility requirements of both the Fair Housing Act and the International Building Code as adopted by the City of Lawrence. Multiple-unit residential **Buildings** containing 4 or more **Dwelling Units** shall provide accessible **Parking Spaces** as follows:

- (1) Designated accessible **Parking Spaces** shall be provided for at least two percent (2%) of the **Dwelling Units**.
- (2) Designated accessible **Parking Spaces** shall be provided at facilities that serve accessible **Buildings**, such as swimming pools and clubhouses.

- (3) Additional designated accessible Parking shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.
- (4) Designated accessible [Parking Spaces](#) shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

(d) Exemptions

[Detached Dwellings](#), [Attached Dwellings](#) and [Duplexes](#) are exempt from the requirements to provide accessible [Parking Spaces](#). However, accessible Parking shall be provided at the request of residents with disabilities.

(e) Minimum Dimensions

All [Parking Spaces](#) reserved for persons with disabilities shall comply with the [Parking Space](#) dimension standards of this section, provided that [Access](#) aisles shall be provided immediately abutting such spaces, as follows:

(1) Car-Accessible Spaces

Car-accessible spaces shall have at least a 5-foot wide [Access](#) aisle abutting the designated [Parking Space](#).

(2) Van-Accessible Spaces

Van-accessible spaces shall have at least an 8-foot wide [Access](#) aisle abutting the passenger [Access](#) side of the designated [Parking Space](#).

(f) Location of Spaces

Required spaces for persons with disabilities shall be located in close proximity to [Building](#) entrances and be designed to permit occupants of vehicles to reach the [Building](#) entrance on an unobstructed path. Curb ramps shall be provided whenever an accessible route crosses a curb in the parking lot. Curb ramps may not be located within required [Access](#) aisle.

(g) Signs and Marking

Required spaces for persons with disabilities shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities. Signs shall be posted directly in front of the [Parking Space](#) at heights that will be visible to the types of vehicles for which they are designed, specifically 60 to 82 inches. Signs shall comply with the Manual on Uniform Traffic Control Devices issued by the Federal Highway Administration.

20-913 PARKING AND LOADING AREA DESIGN STANDARDS

The design standards of this section apply to all [Parking Areas](#), including commercial parking lots and “non-required” [Parking Areas](#).

(a) General Layout Principles

There shall be safe, adequate, well-lit, and convenient arrangement of pedestrian pathways, bikeways, roads, [Driveways](#), and off-street parking and loading spaces within off-street [Parking Areas](#). Streets, pedestrian walks, and [Parking Areas](#) shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed [Buildings](#), adjacent uses and landscaped areas. There shall be defined pedestrian ways connecting all public entrances of [Buildings](#) to all modules of the [Parking Area](#), to the required [Bicycle Parking Area](#), to any adjacent bus stop and to the nearest public sidewalks. Such pedestrian ways shall, to the maximum extent practicable, be separated from driving lanes with curbs or other devices. At locations where walkways cross [Driveways](#) or travel lanes, the crossings shall be clearly marked with both signage and pavement markings.

(b) Approval

The layout and design of all off-street [Parking Areas](#) shall be approved by the City Engineer prior to the issuance of a [Building](#) Permit. Before approving any off-street parking plan, the City Engineer shall find that the spaces provided are useable and that they comply with the City’s standard design criteria.

(c) Appearance

The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be easily maintained and designed to be indicative of their function.

(d) Maintenance

Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be continuously maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

(e) Surfacing

- (1)** All off-street [Parking Areas](#) and [Driveways](#), including those serving [Attached Dwellings](#), [Detached Dwellings](#) and Duplexes, shall be surfaced with a minimum of one of the following:
 - (i)** 4 inches of reinforced Portland cement concrete;
 - (ii)** 5 inches of granular rock base with 2 inches of asphalt;
 - (iii)** 7 inches of granular rock with a double asphaltic prime and seal;
 - (iv)** 5 inches of full depth asphalt; or
 - (v)** 4 inches of compacted gravel for residential [Driveways](#) constructed in [Floodplains](#) areas with a paved [Driveway Apron](#) constructed to city residential [Driveway](#) standards.

- (2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed by right within residential Districts or areas of low off-street parking use as determined by the City Engineer (such as fire safety lanes or overflow [Parking Areas](#)), may be surfaced with the following alternative methods of paving. The surfacing shall be installed per the manufacturer's recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.

(i) Grid unit pavers with grass; or

(ii) Concrete, brick, or clay interlocking paver units.

- (3) [Private Streets](#) shall be built to City Street standards and maintained by the [Landowner](#).

- (4) [Driveway](#) approaches (aprons) shall be built to City standards, including, where applicable, the Residential [Driveway](#) Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the [Landowner](#).

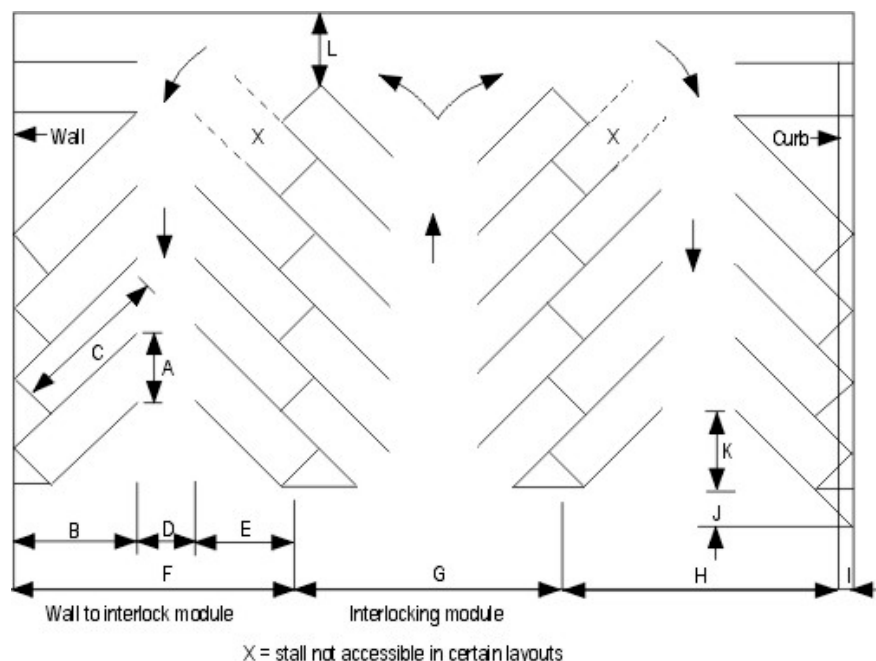
(f) **Dimensions**

(1) **Automobile Parking**

All off-street [Parking Areas](#) shall comply with the following dimensional standards:

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle				
		0	45	60	75	90
Stall width (parallel to aisle)	A	8.5	12.2	9.9	8.8	8.5
Stall length	B	24.0	24.5	21.4	19.5	18.0
Stall length of line	C	9.0	17.0	18.5	19.0	18.0
Aisle width between stall lines	D	12.0	12.0	16.0	22.0	24.0
Stall depth, interlock	E	9.0	14.8	17.0	18.3	18.0
Module, wall to interlock	F	30.0	43.8	51.5	59.3	60.0
Module, interlocking	G	30.0	41.6	50.0	58.6	60.0
Module, interlock to curb face	H	30.0	41.8	49.4	56.9	58.0
Bumper overhang (typical)	I	0.0	1.5	1.8	2.0	2.0
Offset	J	—	6.3	2.7	0.5	0.0
Setback	K	24.0	11.0	8.3	5.0	0.0
Cross-aisle, one-way	L	18.0	18.0	18.0	18.0	18.0
Cross-aisle, two-way	—	24.0	24.0	24.0	24.0	24.0

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to [Landscaping](#), support columns or [Grade](#) difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle [Access](#) shall be considered and incorporated into the Parking lot design.



(2) Loading

Required loading spaces shall have a minimum vertical clearance of 15.5 feet. See Section 20-906 for other dimensional standards.

(g) Bicycle Parking

Every [Bicycle Parking Space](#), whether used publicly or privately and including a commercial [Bicycle Parking Space](#), shall be designed, built and maintained in accordance with the following specifications:

(1) Surfacing

A [Bicycle Parking Space](#) shall be surfaced with a minimum of:

- (i) 4 inches of concrete, or
- (ii) 4 inches of asphalt, or
- (iii) 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) Lighting

[Bicycle Parking Space](#) shall be located within a lighted area and within clear view of passersby.

(3) Barriers

If [Bicycle](#) and automobile [Parking Areas](#) or [Accessways](#) abut each other, there shall be provided a physical barrier between the [Bicycle](#) and automobile areas to prevent a [Bicycle](#) or its operator from being hit by a motor vehicle.

(4) Structure

Each [Bicycle Parking Space](#) shall provide for a secure method of locking a [Bicycle](#) and be located to accommodate [Bicycle](#) Parking in a manner that is convenient to use and does not interfere with other uses of the property.

(h) Striping

To facilitate movement and to help maintain an orderly parking arrangement, all [Parking Spaces](#) shall be clearly striped, with a minimum width of 4 inches. The width of each [Parking Space](#) shall be computed from the centers of the striping.

(i) Curbs

The perimeter of the parking lot shall have a curb and gutter in accordance with City standards for concrete curbs.

(j) Large Parking Lots

- (1) Parking lots of 220 [Parking Spaces](#) or more shall be divided into smaller Parking modules containing no more than 72 spaces. Landscape strips, Peninsulas, or [Grade](#) separations shall be used to reduce the adverse visual impacts of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Protected pedestrian walkways, leading to [Building](#) entrances, shall be provided within such parking lots.
- (2) Parking lots of 450 [Parking Spaces](#) or more shall place [Landscaping](#) and trees on both sides of entrance drives to create tree-lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicle stacking at exits onto perimeter roadways.

(k) Pedestrian Connections

Parking lots shall be designed to provide designated walkways for pedestrians. Walkways shall connect [Building](#) entrances with [Parking Areas](#) and with public sidewalks along adjacent streets.

20-914 LANDSCAPING

Parking lot [Landscaping](#) shall be provided in accordance with Article 10.

20-915 DRIVEWAYS AND ACCESS

The standards of this section apply to all Driveways providing Access to multi-Family or nonresidential uses.

(a) General Standards

- (1) Access to property is allowed only by way of Driveways. No other portion of the Lot Frontage may be used for vehicle ingress or egress, nor may any Parking Area or Access Drive be arranged so that any vehicle may back directly onto a Street. All Driveway cuts into the Street shall require a permit from the Public Works department unless approved through site or development plan approval.
- (2) Driveway designs shall allow an entering vehicle turning speed of 15 miles per hour to help reduce interference with through Street traffic. Radii of Driveway shall be sufficient to achieve this standard for the types of vehicles that the Driveway is intended to serve.
- (3) There shall be sufficient on-site space to accommodate queued vehicles waiting to park or exit, without interfering with Street traffic.
- (4) Provisions for circulation between adjacent Parcel should be provided through coordinated planning or Cross Access Agreements.
- (5) Driveways shall be placed and designed so that loading and unloading activities will not hinder vehicle ingress or egress, and that vehicles entering the Driveway from the Street will not encroach upon the exit lane of a two-way Driveway. Also, a right-turning exiting vehicle shall be able to use only the first through-traffic lane available without encroaching into the adjacent through-lane.
- (6) No Lot that is less than 51 feet in width and that was created (by subdivision or re-subdivision) after the Effective Date, shall have a Driveway Access to a Public Street. Driveway Access to such a Lot shall be from an Alley or by a Shared Driveway.
- (7) Driveways shall intersect the Street at right angles.

(b) Turn Lanes and Tapers

Turn lanes and tapers are required, unless determined to be unnecessary by the City Engineer, when:

- (1) Driveways intersect Arterial Streets. Turn lanes shall be a minimum of 150 feet in length plus the taper;
- (2) Driveways serving non-residential uses intersect Collector Streets. Left-turn lanes shall be a minimum of 100 feet in length plus the taper. Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour;
- (3) The City Engineer determines, based on a traffic impact analysis, that such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.

(c) Driveway Grade

The **Grade** of a two-way, one-way or divided **Driveway** shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(d) Sight Distance

Direct **Access Driveways** shall be located to allow the following minimum sight distance based on the intersection type (full or partial **Access**) and the Street type. Sight distances shall be determined by a professional engineer licensed by the State of Kansas and shall be based on the design speed of the Street or on the 85th percentile speed, whichever is higher.

Street Type	Speed		Minimum Sight Distance (in Feet)		
	miles per hour	feet per second	8 seconds	9 seconds	10 seconds
Arterial	45	66	529	594	660
	40	59	472	531	590
Collector	35	51	408	459	510
	30	44	352	396	440
Residential	25	37	296	333	370

(e) Driveway Spacing

All Direct **Access** to any **Public Street** shall be in accordance with the City's adopted **Access Management Policy**.

(1) Arterial Streets

Direct **Access** to an **Arterial Street** is prohibited except in redevelopment or infill situations where the subject property has no other reasonable **Access** to the Street system and the City Engineer determines that **Access** onto the **Arterial Street**, based on the **Street's Ultimate Design**, can be safely accommodated.

When direct **Access** to an **Arterial Street** is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met because of an unusually narrow or shallow **Lot** size, the City Engineer may reduce the spacing between cuts as long as the reduction does not result in an unsafe traffic condition. A **Driveway Access** allowed under this section shall be used only to serve a **Detached Dwelling** on the property or an existing business and will be reevaluated when the use or **Lot** size changes.

(i) Spacing from Signalized Intersections

All **Driveways** providing **Access** to **Arterial Streets** shall be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 300 feet from the perpendicular curb face of the intersecting Street.

(ii) Spacing from Other (Non-signalized) Access Points

All **Driveways** providing **Access** to **Arterial Streets** shall be constructed so that the point of tangency of the curb return radius closest to all non-signalized Street or **Driveway** intersections is at least 300 feet from the perpendicular curb face of the intersecting Street or **Driveway**.

(2) Collector Streets

Direct Access to Collector Streets shall be regulated in accordance with the following standards. In the event that such standard cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing so long as the reduction does not result in an unsafe traffic condition.

(i) Attached Dwelling, Detached Dwelling and Duplex Lots

Direct Access to Collector Streets from Attached Dwellings, Detached Dwellings and Duplex Lots is prohibited except when the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access can be safely accommodated.

(ii) Spacing from Signalized Intersections

All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 300 feet from the perpendicular curb face of an intersecting Arterial Street or 250 feet from the perpendicular curb face of an intersecting Collector or Local Street.

(iii) Spacing from Other (Non-signalized) Access Points

All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the curb return radius closest to a non-signalized Street or Driveway intersection is at least 250 feet from the perpendicular curb face of the intersecting Street or Driveway.

(3) Waivers

- (i)** Waivers from these Access standards may be approved by the City Engineer if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.
- (ii)** The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section (g)(1) if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.
- (iii)** A Driveway Access allowed with a waiver shall be used only to serve an existing Detached Dwelling or business on the property and for no other purpose.
- (iv)** The action of the City Engineer in granting or denying a waiver under this section shall be reported on the agenda of the next meeting of the Planning Commission after the action. Any party aggrieved may appeal the grant or denial of a waiver to the City Commission in writing within 14 days of the Planning Commission meeting at which the item appears on the agenda. The waiver shall not become effective until the expiration of the 14 days appeal period or, in case of an appeal, until the City Commission has acted on the appeal.

- (v) A Landowner granted an Access waiver shall submit a letter to the City Engineer acknowledging the waiver and the fact that if circumstances change such that the property can meet the city's Access standards, the Access shall be immediately revised to comply with the city's Access standards.

(f) Driveways per Parcel along Local and Residential Collector Streets

- (1) Unless otherwise specifically restricted, one Driveway opening shall be allowed per 200 feet of continuous Street Frontage. At least one Driveway shall be permitted for any Lot.
- (2) Parcel with 200 feet of Frontage or less may apply for a second Driveway if it is to be shared with an adjoining Parcel, provided that the required minimum spacing is maintained. In such cases, only one Joint-Use Driveway will be permitted.
- (3) Alleys are permitted and preferred Access alternatives.

(g) Use of Joint-Use Driveways

- (1) Joint-Use Driveways shall not be used as aisles for Access to Parking Spaces.

20-916 TRAFFIC IMPACT STUDY

The City requires that a Traffic Impact Study (TIS) be prepared and submitted to the City for development or redevelopment, based on thresholds established in the adopted administrative policy. Preparation of a TIS, as part of an application for a permit or plan approval, shall be based upon adopted standards that have been established by Administrative Policy for a TIS adopted by the City Commission from time to time. A list of Engineering Consultants that are approved by the City to prepare a TIS is available from the City Engineer. Only engineers on this approved list meet the criteria established in the Administrative Policy to prepare a Traffic Impact Study.

(a) Purpose

The purpose of requiring a Traffic Impact Study is to provide the City with the information necessary to evaluate and make a determination about the impact of a proposed land use change or development project on adjacent land uses, on the existing and Ultimate Street Design, and on the entire transportation network.

(b) When Required

- (1) Applicants are required to follow the Traffic Impact Study (TIS) analysis set forth in Ordinance No. 7650, unless waived with respect to the development because:
 - (i) the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or
 - (ii) the development is covered by a modified final development plan, pursuant to Section 20-1304(n)(4), that has been determined not to constitute a major change; or
 - (iii) the development involves the reuse of existing Structures or modification of existing Structures, but does not involve a change in existing use or intensity of use;
 - (iv) the development is a residential development with ten (10) or fewer Lots or Dwelling Units; or
 - (v) the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.
- (2) The applicant for a development that generates 100 or more trips in a Peak Hour shall be responsible for the preparation and submittal of a TIS. TIS submittals shall be in accordance with the most recent version of the Traffic Impact Study Standards adopted by the City Commission.
- (3) The extent of the analysis required for a TIS shall conform to the following:
 - (i) the study shall be confined to the Street or Streets from which Access is taken or is proposed and to the first major intersection in each direction, for developments that generate 100 to 499 vehicle trips in a Peak Hour;

- (ii) the study area shall be extended to the next major Street intersection beyond the Streets onto which direct development Access is taken and may extend beyond the Streets onto which Access is taken or is proposed, for developments that generate 500 or more trips in a Peak Hour.
- (4) Land use applications that deviate from the recommended land uses in the Comprehensive Land Use Plan or adopted area or neighborhood plan shall be required to provide a comparative analysis of the traffic that would be generated from the site, based on the adopted plan(s) land uses and the traffic that would be generated by the proposed development.

(c) Additional Analysis

When Access points are not defined or a site plan is not available at the time the Traffic Impact Study is prepared, additional analysis shall be conducted or required when a site plan becomes available or the Access points are defined.

(d) Expense

(1) Applications by Review or Decision-Making Bodies

The Owner or developer shall not be obligated to pay for a Traffic Impact Study where not required, pursuant to Section 20-1301(f), to pay an application filing fee;

(2) Notice if at Owner's or Developer's Expense

If the City determines that it is appropriate to engage an engineer or engineering firm to conduct a Traffic Impact Study, the City shall give the Owner or developer written notice of that determination, ten (10) Business Days before work on the TIS begins. This study shall be conducted for the City at the Owner or developer's expense.

(3) Payment as Permit Condition

In such instance, payment of a Traffic Impact Study shall be a condition of the issuance of any required permit or approval, pursuant to this Development Code, unless exempted in Section 20-916(d)(1).

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Dear Planning Commissioners,

11-12-15

The Lawrence Association of Neighborhoods (LAN) has been following the Text Amendments for Parking Standards for nearly one year. LAN requested that parking standards for duplexes be included in the Parking Text Amendment review. To date there has been no discussion that LAN is aware of regarding duplexes. More neighborhoods are coming forward regarding their concerns about problems created by *stacked parking* allowed for duplexes. **LAN neighborhood representatives unanimously support removing stacked parking from the duplex parking standard**, making the standard the same as all other multi-family dwelling units- one parking space per BR with **NO stacked parking**.

Building large duplexes has become a trend throughout the city. Stacked parking is a financial incentive for developers to add more renters, thus increasing the density by as much as 50% without providing adequate parking. Cars may be stacked, bumper-to-bumper, limiting adequate egress to the street. This is problematic and not practical.

Duplexes have in the past been allowed to have “stacked parking”, which may have been appropriate for families due to the shared use of cars and that families often have children who have not reached driving age. Duplex zoning is intended to be lower density transitional zoning from single-family zoned areas to multi-family zoned areas. Today duplexes are no longer primarily family oriented or modest in size but rather resemble small apartment complexes. Many are being built with 4 BR’s on each side. In many cases cars spill onto the streets, as parking is inconvenient, taking up shared public space and sometimes reducing emergency vehicle access.

Over-sized duplexes threaten the destruction of historic homes and degrade the livability and attractiveness to homeowners and tenants in all neighborhoods. A duplex is considered 2 units on one property that can house as many as 8 unrelated individuals in multi-family zoned areas and 6 unrelated individuals in single-family zoned areas. City code allows single dwelling units (usually a house) to have 4 unrelated individuals in multi-family zoned areas and 3 unrelated individuals in single-family zoned areas.

Given the high density of duplex units today and that they no longer target families, they should have the same parking standard as all other multi-family and congregate living units- one parking space per BR with NO STACKED PARKING.

Sincerely, Candice Davis LAN Chair