

Draft Revised Article 9, Parking, Loading and Access
Summary of Proposed Revisions

<p>With these revisions the sections were rearranged, the loading standards were separated from the parking standards, and definitions were revised.</p> <p>The following list outlines the changes which are being proposed with this draft.</p>	
<p>20-901 General</p>	<p><u>Sub-section (b)(1)</u> Note that standards for storage of RVs and trailers are in Ch. 9 Art. 6 of City Code</p>
	<p><u>Sub-section (b)(4): clarified the nonconforming parking provisions and added a 24 month vacancy or lack of use provision where either adequate parking must be provided for use to begin, or expansion or change of use or variance from BZA be obtained.</u></p>
	<p><u>Sub-section (c)</u> Noted that the required parking spaces may be used for other purposes when approved with a SE permit or Site Plan</p>
	<p><u>Sub-section (d)</u> Set a range for non-residential parking: 90% to 110% of that listed in the schedule</p> <p>Parking below or over the range requires waiver from Planning Director or variance from Board of Zoning Appeals.</p>
	<p><u>Sub-section (e):</u> Parking exemption for CD District revised so that any project requiring major site plan approval must meet 50% of the parking requirement. An in-lieu fee, as established by the CC, would be accepted if some or all of this parking is not provided.</p>
	<p><u>Sub-section (h)(iii):</u> added the 'strip center' parking calculation : Schedule B except for eating and drinking establishments and individual pad sites</p>
<p>20-902 Off-Street Parking Schedules</p>	<p>SCHEDULE A</p> <p>Short term bicycle parking revised.</p> <p>Long term bicycle parking added.</p> <p>Revised grade school parking to require parking based on size of main assembly area</p> <p>Set parking requirement for mental health facility based on those with beds and those with only daytime facilities</p> <p>Added employee parking to kennel parking req.</p> <p>SCHEDULE B: Include employees in retail parking calculations.</p> <p>SCHEDULE C: Clarified the parking calculations, no substantive change</p>
<p>20-903 Accessible Parking for People with Disabilities</p>	<p>Revised to match current ADA regulations</p>
<p>20-904 Vehicle Stacking Areas</p>	<p><u>Sub-section (a) :</u> added retail sales pick-up windows, child care center, hospital/outpatient, motel, valet,</p>

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	Revised gasoline pump island, automatic and self-service car wash
20-905 Parking Setbacks and Location	<p><u>Sub-section (b) RESIDENTIAL:</u> added language about the parking setback to note it's intended to be greenspace and to clarify what is considered the 'immediate access drive'</p> <p>Added 2 foot setback for parking areas from property lines</p> <p>For non-residential use in RS Districts, setback 10 feet from property line and landscaped.</p> <p>Added setback for exit of parking structure</p> <p><u>Sub-section (c): NONRESIDENTIAL:</u></p> <p>Footnote added to the table indicating that the setback area is to be a greenspace buffer.</p> <p>Setback added for exit of parking garage.</p>
20-906 Shared and/or Off-Site Parking	<p><u>Sub-section (a)(1):</u> added a provision for uses which may result in a visit to a number of uses, rather than just uses that are open at different times.</p> <p><u>Sub-section (c):</u> Additional information provided for parking agreement and termination of agreement. Must be noted on site plans (or in site plan files) for both properties.</p> <p><u>Sub-section (d):</u></p> <ul style="list-style-type: none"> • Added language that the location of the shared and/or off-site parking must be determined to be convenient and suitable. • Combined the location information from Art 9 and section 20-535 <p>Added prohibitions on use of shared and/or off-site parking in single-dwelling residential districts or single-dwelling residential uses</p> <p><u>Sub-section (e):</u></p> <p>Removed the shared parking table. Parking study required for use of shared parking.</p> <p>Non-competing uses (different peak hours) or Competing uses (vehicle trips may result in trips to several businesses/uses in the development)</p>

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<p>20-908 Vehicle Parking Design Standards</p>	<p>Added graphic illustrating various components of a parking area</p> <p><u>Sub-section (d):</u></p> <ul style="list-style-type: none"> removed surfacing: 7" of granular rock with a double asphaltic prime and seal removed compacted gravel as a surfacing option in the floodplain. Use of gravel would require a variance Added concrete strips with grass as surfacing Noted driveway approaches shall comply with Chapter 16, City Code <p><u>Sub-section (e):</u></p> <ul style="list-style-type: none"> Revised parking graphics Revised dimension tables: <ul style="list-style-type: none"> Parking spaces increased from 8.5 to 9 feet wide, minimum. One way access aisle increased from 12 to 14 feet Standards for reverse angle parking added Note setting minimum width for fire lanes added <p><u>Sub-section (f):</u></p> <ul style="list-style-type: none"> (1)Added a standard for a turnaround in dead-end parking areas (2)Added standards for vehicle overhang (7)Added requirement for dedicated pedestrian walkway when the pedestrian route crosses multiple access drives or more than 220 parking spaces are provided.
<p>20-909 Bicycle Parking Design Standards</p>	<p><u>Sub-sections (a)-(c):</u> Established general standards, as well as specific standards for short-term and long-term parking.</p> <ul style="list-style-type: none"> Sub-section (d): Established requirement for special event parking
<p>20-911 Driveways and Alleys</p>	<p><u>Sub-section (a)(3):</u> note city permit is required</p> <p><u>Sub-section (a)(4):</u> Driveways intersect roads at right/angle unless City Engineer approves otherwise</p> <p><u>Sub-section (a)(8)</u> changed circulation between adjacent parcels from 'should' to 'shall' be provided, when determined to be reasonable. (a waiver would be required to not provide it)</p> <p>Sub-section (a)(11) Reference a clear sight area for non-residential driveways and alleys established in later section</p> <p><u>Sub-section (b):</u> revised driveway width requirements for RS3 and RS5</p> <p><u>Sub-section (c)</u> Set standards for parking areas off alleys</p> <p><u>Sub-section (d)(8):</u> removed the sight distance figures and replaced with 'determined by engineer using the most recent AASHTO Green Book Criteria' and added a requirement for a clear sight area (established in later section)</p>
<p>20-912 Access Management Standards</p>	<p><u>Access Management</u></p> <p><u>Sub-section (a):</u></p> <ul style="list-style-type: none"> Provided a graphic to illustrate the 'point of tangency of driveway curb radius'

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	<ul style="list-style-type: none"> In addition to 300 foot separation, added 'or beyond limits of the area of influence of the intersection as defined by the TIS, whichever is greater' <p><u>Sub-section (c):</u> Added a section regarding access on Local Streets</p> <ul style="list-style-type: none"> Revised the number of curb cuts per length of road from 1 per 200 feet of road frontage to 1 per 100 feet of frontage Included some driveway info from other portions of City Code: (3) duplex, (4) cul-de-sac lots <p><u>Sub-section (d) Clear Sight Area</u></p> <ul style="list-style-type: none"> Established small area (triangle with 15' along road and 15' along driveway) next to an alley or a non-residential driveway that must be kept clear of obstructions.
20-913 TIS	<p><u>Sub-section (a):</u> Removed (2) (3) and (4) which explained the requirements of the TIS as engineers noted this would be in the City Code section regarding TIS</p> <p><u>Sub-section (d):</u> Removed (1): owner doesn't have to pay for TIS if not required to pay a filing fee in 20-1301</p>

Changes to other sections of the Code:

20-535 Accessory and Commercial Parking Section was removed. The standards were added to Article 9

20-522(l) Supplemental Design Standards for Religious Institutions. Removed parking standards, these will be included in Article 9 and removed lighting standards as these are provided in Article 11.