With these revisions the sections were rearranged, the loading standards were separated from the parking standards, and definitions were revised.

The following list outlines the changes which are being proposed with this draft.

| 20-901 General | Sub-section (b)(1) Note that standards for storage of RVs and trailers are in Ch. 9 Ar.t 6 of City Code |
|                | 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. |
|                | Sub-section (c) Noted that the required parking spaces may be used for other purposes when approved with a SE permit or Site Plan |
|                | Sub-section (d) Set a range for non-residential parking: 90% to 110% of that listed in the schedule |
|                | Parking below or over the range requires waiver from Planning Director or variance from Board of Zoning Appeals. |
|                | Sub-section (e): 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. |
|                | Sub-section (h)(iii): added the ‘strip center’ parking calculation : Schedule B except for eating and drinking establishments and individual pad sites |
| 20-902 Off-Street Parking Schedules | SCHEDULE A Short term bicycle parking revised. Long term bicycle parking added. |
|                | Revised grade school parking to require parking based on size of main assembly area |
|                | Set parking requirement for mental health facility based on those with beds and those with only daytime facilities |
|                | Added employee parking to kennel parking req. |
|                | SCHEDULE B: Include employees in retail parking calculations. |
|                | SCHEDULE C: Clarified the parking calculations, no substantive change |
| 20-903 Accessible Parking for People with Disabilities | Revised to match current ADA regulations |
| 20-904 Vehicle Stacking Areas | Sub-section (a) : added retail sales pick-up windows, child care center, hospital/outpatient, motel, valet, |
### 20-905 Parking Setbacks and Location

**Revised gasoline pump island, automatic and self-service car wash**

**Sub-section (b) RESIDENTIAL:** added language about the parking setback to note it’s intended to be greenspace and to clarify what is considered the ‘immediate access drive’

- Added 2 foot setback for parking areas from property lines
- For non-residential use in RS Districts, setback 10 feet from property line and landscaped.
- Added setback for exit of parking structure

**Sub-section (c) NONRESIDENTIAL:**
- Footnote added to the table indicating that the setback area is to be a greenspace buffer.
- Setback added for exit of parking garage.

### 20-906 Shared and/or Off-Site Parking

**Sub-section (a)(1):** 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.

**Sub-section (c):** Additional information provided for parking agreement and termination of agreement. Must be noted on site plans (or in site plan files) for both properties.

**Sub-section (d):**
- 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

**Added prohibitions on use of shared and/or off-site parking in single-dwelling residential districts or single-dwelling residential uses**

**Sub-section (e):**
- Removed the shared parking table. Parking study required for use of shared parking.

- Non-competing uses (different peak hours) or Competing uses (vehicle trips may result in trips to several businesses/uses in the development)
# Summary of Proposed Revisions

## 20-908 Vehicle Parking Design Standards

Added graphic illustrating various components of a parking area

**Sub-section (d):**
- 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

**Sub-section (e):**
- Revised parking graphics
- Revised dimension tables:
  - 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

**Sub-section (f):**
- (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.

## 20-909 Bicycle Parking Design Standards

Sub-sections (a)-(c): Established general standards, as well as specific standards for short-term and long-term parking.
- Sub-section (d): Established requirement for special event parking

## 20-911 Driveways and Alleys

Sub-section (a)(3): note city permit is required

Sub-section (a)(4), Driveways intersect roads at right/angle unless City Engineer approves otherwise

Sub-section (a)(8) 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)

Sub-section (a)(11) Reference a clear sight area for non-residential driveways and alleys established in later section

Sub-section (b): revised driveway width requirements for RS3 and RS5

Sub-section (c) Set standards for parking areas off alleys

Sub-section (d)(8): 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)

## 20-912 Access Management Standards

**Access Management**

**Sub-section (a):**
- Provided a graphic to illustrate the ‘point of tangency of driveway curb radius’
### Draft Revised Article 9, Parking, Loading and Access

#### Summary of Proposed Revisions

<table>
<thead>
<tr>
<th>Section</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>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’</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Sub-section (c):</strong></td>
<td>Added a section regarding access on Local Streets</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>Included some driveway info from other portions of City Code: (3) duplex, (4) cul-de-sac lots</td>
</tr>
<tr>
<td><strong>Sub-section (d) Clear Sight Area</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>20-913 TIS</strong></td>
<td><strong>Sub-section (a):</strong> 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</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-section (d):</strong> Removed (1): owner doesn’t have to pay for TIS if not required to pay a filing fee in 20-1301</td>
</tr>
</tbody>
</table>

**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(I) 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.