

STUDY SESSION: 4:30 P.M. - CITY COUNCIL CHAMBERS
MEETING: 5:00 P.M. - CITY COUNCIL CHAMBERS

1. Call to Order.
2. Roll Call.
3. Dispense with the reading and approve the minutes of the February 15, 2016, Regular Meeting as prepared.
4. Consider a request of Barbara Nishimura, on behalf of Barbara Nishimura and Misao Kuda, co-trustees of approximately 1.8 acres located at 2430 N Yager Rd., for approval of a Zoning Change from LI Limited Industrial to R-5 Mobile Home Residential.
 - Staff report and presentation
 - Public Hearing
 - Recommendation
5. Consider an amendment to the Redevelopment Plan for the 23rd & Bell Redevelopment Area to identify a specific project, within the redevelopment area, obtain public comment, and make a recommendation to the Community Development Agency (CDA) of the City of Fremont.
 - Staff report and presentation
 - Public Hearing
 - Recommendation
6. Receive a report from the Future Land Use Plan Evaluation Subcommittee.
7. Review and consider amendments to Article 6 of the draft Unified Development Ordinance.

8. Adjournment.

THIS MEETING WAS PRECEDED BY PUBLICIZED NOTICE IN THE FREMONT TRIBUNE, THE AGENDA DISPLAYED IN THE LOBBY OF THE MUNICIPAL BUILDING AND POSTED ONLINE AT WWW.FREMONTNE.GOV IN ACCORDANCE WITH THE NEBRASKA OPEN MEETINGS ACT, A COPY OF WHICH IS POSTED CONTINUALLY IN THE COUNCIL CHAMBERS FOR PUBLIC INSPECTION, AND SAID MEETING IS OPEN TO THE PUBLIC. A COPY OF THE AGENDA WAS ALSO KEPT CONTINUALLY CURRENT AND AVAILABLE TO THE PUBLIC IN THE PRINCIPLE OFFICE OF THE DEPARTMENT OF PLANNING, 400 EAST MILITARY AVENUE. THE PLANNING COMMISSION RESERVES THE RIGHT TO ADJUST THE ORDER OF ITEMS ON THIS AGENDA.

PRESENT: Chairman, Dev Sookram, Commissioners, Amber Barton, Bryan Fagan, Brad Fooker, Marty Gifford, Carl Nielsen, Mitch Sawyer, Brian Wiese, and Tom Winter, and Planning Director, Troy Anderson

ABSENT: None.

1. Call to Order. Chairman Sookram called the meeting to order at 5:00 p.m.
2. Roll Call. A roll call showed nine (9) members present and zero (0) absent – a quorum was established.

Chairman Sookram then read the following statement: This meeting was preceded by publicized notice in the Fremont Tribune, the agenda displayed in the lobby of the Municipal Building and posted online at www.fremontne.gov in accordance with the Nebraska open meetings act, a copy of which is posted continually in the council chambers for public inspection and said meeting is open to the public. A copy of the agenda was also kept continually current and available to the public in the principle office of the Department of Planning, 400 East Military Avenue. The Planning Commission reserves the right to adjust the order of items on this agenda. This meeting is hereby declared to be duly convened and in open session.

3. Minutes of the January 18, 2016, Regular Meeting.

Chairman Sookram read the item into the record. Hearing no discussion, Sookram entertained a motion.

Motion: It was moved by Commissioner Fooker, and seconded by Commissioner Sawyer, to dispense with the reading of the minutes and approve the minutes as provided. A roll call vote showed all members present voting aye – the motion carried unanimously.

4. Consider a request of Ed Christoffersen, on behalf of JDJ Investments, owner of approximately 13.6 acres located at 1255 Front St., for approval of a Voluntary Annexation Petition for said properties.

Staff read Staff's Report.

Sookram then proceeded to open the floor to public hearing. Hearing none, Sookram closed the floor to public hearing and opened the floor to Commission discussion and action. Hearing no discussion, Sookram entertained a motion.

Motion: It was moved by Commissioner Barton, and seconded by Commissioner Gifford, to recommend approval of the Voluntary Annexation Petition. A roll call vote showed all members present voting aye – the motion carried unanimously.

5. Consider a request of Midland University, owner of approximately 34.9 acres located at 900 N Clarkson St., for approval of a Zoning Change from R-2 Moderate-Density Residential, R-3 Mixed-Density Residential, and UC Mixed Use Urban Corridor to CC Community Commercial.

Staff read Staff's Report.

Sookram then proceeded to open the floor to public hearing.

Ryan Kirchmann, owner of property located at 1139 E 9th St., asked the Commission how the zoning change would affect him. Planning Director Anderson informed Mr. Kirchmann, as well as all others in attendance, that they were notified in accordance with state law, informing them of zoning activity in their neighborhood. Anderson continued to explain that the request does not change the use of the property (i.e. it's a campus/university now and it'll be a campus/university after), that the University does not have immediate plans for any particular construction project, and that this is simply a request by the University to allow them to develop a long-range campus plan; no impact on adjacent properties is expected as a result of this zoning change.

Hearing no other comments, Sookram closed the floor to public hearing and opened the floor to Commission discussion and action.

Commissioner Fooker asked about the zoning change that was denied a couple of years ago and how that relates to signage in general. Anderson responded with highlights of the zoning change request and concluded that electronic information signs are currently permitted in UC/SC Urban Corridor with Special Corridor overlay district zoning districts and that this request would not change that. Hearing no discussion, Sookram entertained a motion.

Motion: It was moved by Commissioner Fagan, and seconded by Commissioner Wiese, to recommend approval of the Zoning Change. A roll call vote showed all members present voting aye – the motion carried unanimously.

6. Consider a request of Dodd Engineering & Surveying, LLC, on behalf of Eastowne Development, LLC, owner of approximately 7.0 acres located at 1020 E 29th St., for approval of a Final Plat to be known as Fountain Springs Fourth Subdivision, Dodge County, Nebraska.

Staff read Staff's Report.

Sookram then proceeded to open the floor to public hearing. Hearing none, Sookram closed the floor to public hearing and opened the floor to Commission discussion and action. Hearing no discussion, Sookram entertained a motion.

Motion: It was moved by Commissioner Fooker, and seconded by Commissioner Fagan, to recommend approval of the Final Plat. A roll call vote showed all members present voting aye – the motion carried unanimously.

7. Receive a report from the Future Land Use Plan Evaluation Subcommittee.

Commissioner Fooker indicated that they've had one meeting and that they have made some progress.

Hearing no further comments, Sookram concluded discussion of the item and proceeded to the next item on the agenda.

8. Receive a report from Staff regarding a presentation made at the City Council Retreat.

Planning Director Anderson informed the Commission that a couple of weeks ago, City Council held a Retreat wherein Staff presented various discussion topics. Anderson continued to indicate that he gave a presentation to Council as to the progress of the review and recommendation of a Unified Development Code (UDC) and that Council was interested in knowing more. Anderson also suggested that after visiting with a few of the Council members after the Retreat, there were a handful of items in particular that they felt the Commission should revisit prior to making a recommendation to Council. Anderson continued to identify some of those specific issues. Anderson then asked the Commission to consider whether or not they felt they needed to depart from their initial program timeline and revisit some of these items now or whether they should revisit them after completing their initial review of the UDC. Anderson indicated that an answer was not needed today but that the Commission should continue to discuss how to revisit these items.

Hearing no further comments, Sookram concluded discussion of the item.

Chairman Sookram then asked if there was any other business of the Commission.

Hearing no further business, Chairman Sookram adjourned the meeting at approximately 5:43 p.m.

APPROVED:

Dev Sookram, Chairman

ATTEST:

Troy Anderson, Planning Director

Staff Report

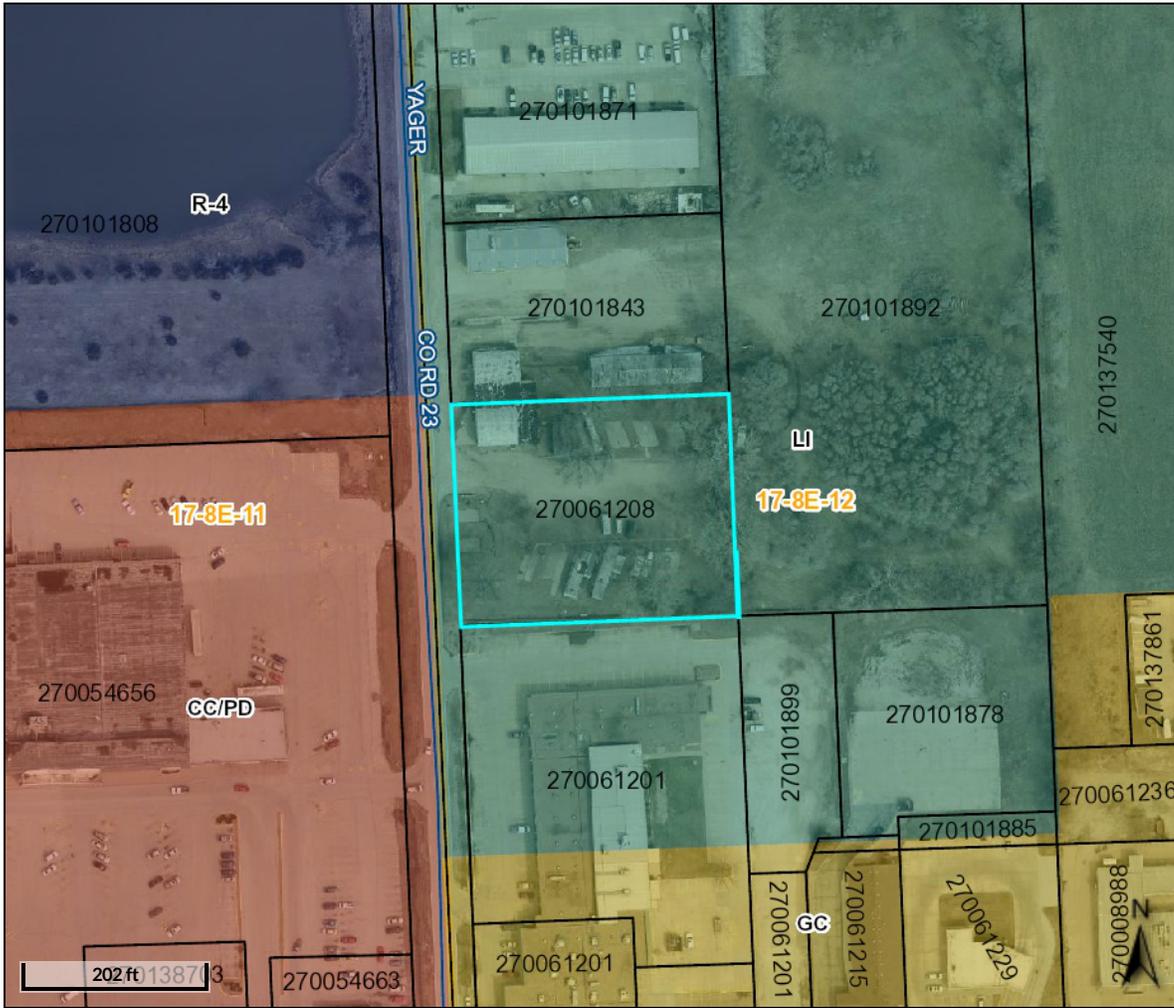
TO: Planning Commission
FROM: Troy Anderson, Director of Planning
DATE: March 21, 2016
SUBJECT: Zoning Change – 2430 N Yager Rd.

Background: The agent for the owners of approximately 1.8 acres located at 2430 N Yager Rd., Barbara Nishumura, is requesting approval of a zoning change from LI Limited Industrial to R-5 Mobile Home Residential. The reason for the request is to reestablish a mobile home park.

The subject property is located on the east side of N Yager Rd. between E 23rd St. and E 29th St. Property to the north is zoned LI Limited Industrial and is identified by the Dodge County Assessor (Assessor) as Commercial, including approximately 7,800 square feet of Storage Garage improvements. Property to the east is also zoned LI Limited Industrial and is identified by the Assessor as Commercial, including 4,000 square feet of Farm Utility improvements. Property to the south is zoned GC General Commercial and is identified by the Assessor as Commercial - currently a 42,920 square foot hotel is being constructed on the property. To the west, opposite N Yager Rd., the property is zoned CC/PD Community Commercial with a Planned Development overlay and the Assessor has identified the property as Commercial, including 138,322 square feet of Community Shopping Center improvements. The subject property is also identified as Commercial, by the Assessor, and includes 5,724 square feet of Storage Garage improvements. Also, there appears to be three (3) HUD Code Manufactured homes currently located on the property, according to the Assessor's website.

Map 2.1, Future Land Use Plan, identifies the subject property as Business Park (Suburban). Based on the Business Park (Suburban) character designation description, found in the City's Comprehensive Plan (Plan), mobile home parks do not appear to be consistent with the Plan or the land use and community character of the Business Park designation for the subject property.

Fiscal Impact: N/A



Overview



Legend

- Highways**
- <all other values>
- I
- LS
- N
- R
- US
- Parcels**
- Sections**
- Airport**
- Streets**
- Zoning**
- <all other values>
- AG
- CC
- CC/PD
- DC
- GC
- GI
- LI
- MU
- MU/TND
- R-1
- R-2
- R-2/NC
- R-3
- R-4
- R-5
- RR
- UC
- UC/SC
- UNKNOWN

Parcel ID	270061208	Alternate ID	2391-12-3-92085-000-0000	Owner Address	MISAO KUDA & BARBARA MISHIMURA CO-TRUSTEES
Sec/Twp/Rng	12-17-8	Class	Com - Commercial	Address	1723 CALIENTE COVE
Property Address	YAGER	Acreage	1.77		FREMONT, NE 68025
District	FREMONT				
					1 - FREMONT CITY

Staff Report

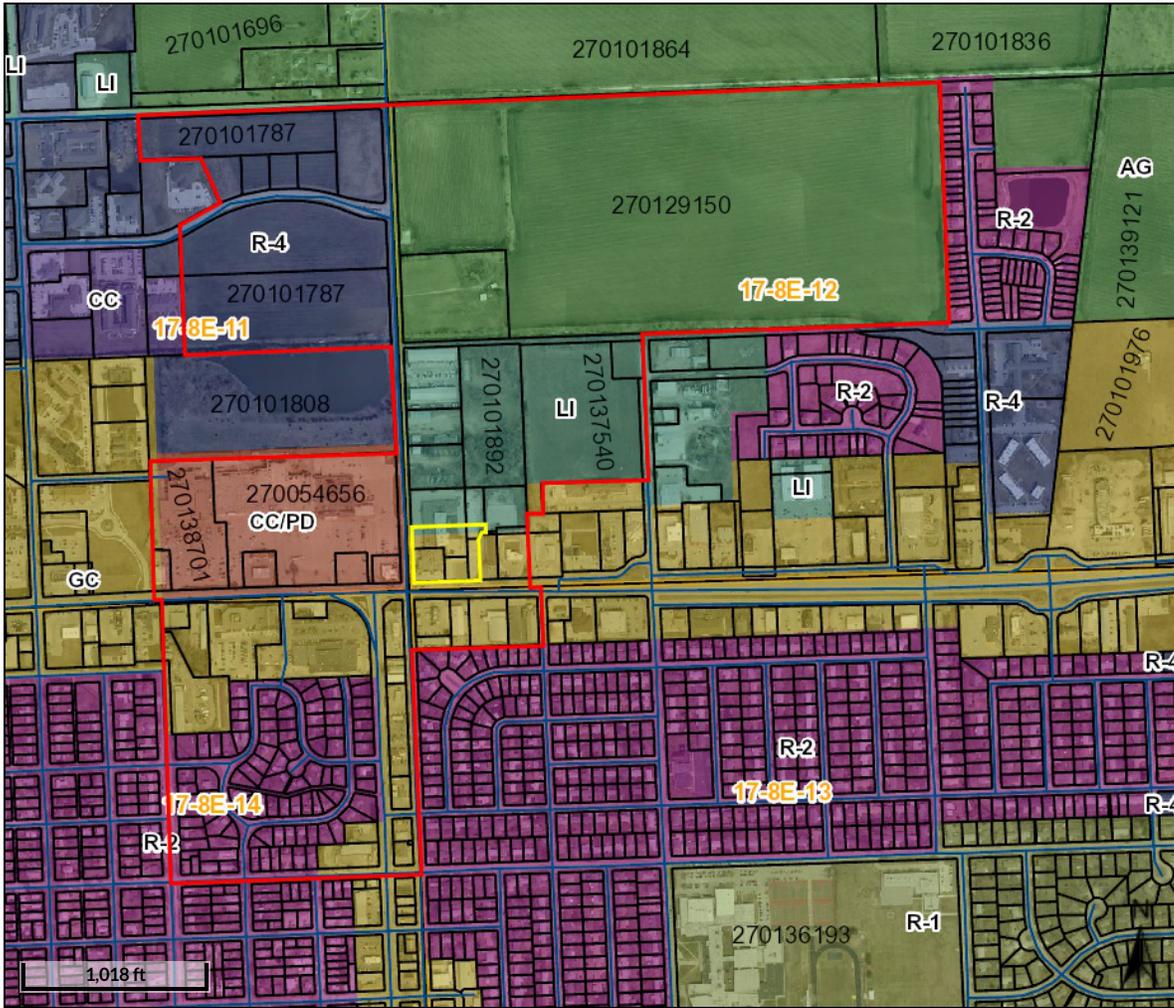
TO: Planning Commission
FROM: Troy Anderson, Director of Planning
DATE: March 21, 2016
SUBJECT: Redevelopment Amendment – 23rd & Bell Redevelopment Plan

Background: In July of 2014, the City of Fremont adopted a redevelopment plan for a blighted area located near the intersection of E 23rd Street and N Bell Street. Since then a specific redevelopment project has been identified within the redevelopment area. As part of that redevelopment project the developer is requesting the use of tax increment financing for the purposes of assisting in payment for the public improvements associated with the redevelopment project.

The specific redevelopment project consists of 8,360 square feet of multi-tenant mixed-uses and 9,000 square feet of restaurant. In accordance with the Nebraska Community Development Law (the “Act”), an amendment to the Redevelopment Plan for the subject property has been prepared and is being presented to the Planning Commission in order that public comment regarding the specific redevelopment project may be received and a recommendation may be made to the Community Development Agency (CDA) regarding:

1. The projects location within the redevelopment area,
2. The promotion of the health, safety, morals, order, convenience, prosperity, and the general welfare of the community in conformance with the Act and the Redevelopment Plan adopted by the City of Fremont, and
3. Conformance with the general plan for development of the City of Fremont as a whole as set forth in the City of Fremont Comprehensive Plan.

Fiscal Impact: N/A



Overview



Legend

- Highways**
- <all other values>
 - I
 - LS
 - N
 - R
 - US
- Parcels**
- Sections
 - Airport
 - Streets
- Zoning**
- <all other values>
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 - GI
 - LI
 - MU
 - MU/TND
 - R-1
 - R-2
 - R-2/NC
 - R-3
 - R-4
 - R-5
 - RR
 - UC
 - UC/SC
 - UNKNOWN

Parcel ID	270063546	Alternate ID	2391-12-3-60003-000-0010	Owner Address	SHENK, LARRY W & GINGER
Sec/Twp/Rng	12-17-8	Class	MH - Mobile Home		2420 ROAD 45
Property Address	2430 NYAGER #10	Acreage	n/a		LINWOOD, NE 68036
District	1 - FREMONT CITY				
Brief Tax Description	1970 RITZCRAFT 12X56 #10 JACK'S TRAILER COURT IMPROVEMENTS ONLY				
	(Note: Not to be used on legal documents)				

**AMENDMENT TO THE REDEVELOPMENT PLAN
FOR THE 23RD & BELL REDEVELOPMENT AREA
IN THE CITY OF FREMONT, NEBRASKA**

(YAGER RETAIL REDEVELOPMENT PROJECT)

The City of Fremont, Nebraska (“City”) has undertaken a plan of redevelopment within the community pursuant to the adoption of the Redevelopment Plan for the “23rd & Bell” redevelopment area in the City of Fremont, as amended (the “Redevelopment Plan”). The Redevelopment Plan as prepared by the City dated July of 2014 and was approved by the City Council of the City on July 29, 2014, pursuant to Resolution No. 2014-137. The Redevelopment Plan serves as a guide for the implementation of redevelopment activities within certain areas of the City, as set forth in the Redevelopment Plan.

Pursuant to the Nebraska Community Development Law codified at Neb. Rev. Stat. §§ 18-2101 through 18-2154 (the “Act”), the City created the Community Development Agency of the City of Fremont (“CDA”), which has administered the Redevelopment Plan for the City.

The purpose of this Plan Amendment is to identify a specific project within the Redevelopment Area that will cause the removal of blight and substandard conditions on the site located in the City of Fremont, Nebraska, and legally described on the attached and incorporated Exhibit “A” (the “Project Site”).

Description of the Project

The project under consideration will be completed in two phases. Phase One will consist of the construction of a new approximately 8,360 square foot multi-tenant mixed use building, and Phase Two will consist of the construction of a new restaurant not to exceed 9,000 square feet, both of which will be located on the Project Site. Phase One and Phase Two shall be collectively referred to herein as, the “Project”.

Project

The Project Site is in need of redevelopment. The CDA has considered whether the redevelopment of the Project Site will conform to the City’s general plan and the coordinated, adjusted, and harmonious development of the City and its environs. In this consideration, the CDA finds that the proposed redevelopment of the Project Site will promote the health, safety, morals, order, convenience, prosperity, and the general welfare of the community including, among other things, the promotion of safety from fire, the promotion of the healthful and convenient distribution of population, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of unsanitary and unsafe dwelling accommodations or conditions of blight. The blighted condition of the Project Site and the

Redevelopment Area has contributed to its inability to attract businesses and/or development. In order to support private development, the Project Site and the Redevelopment Area are in need of rehabilitation and redevelopment.

The Project Site was previously occupied by a motel which has been demolished, making way for redevelopment. The Project Site requires significant upfront costs, including site grading and preparation, in order to be developed. Due to the additional upfront costs required to eliminate the blighted and substandard conditions from the Project Site, the Project is not feasible without the use of tax increment financing, which will be used to pay for eligible expenditures under the Act. The redevelopment of the Project Site is anticipated to eliminate the current blight and substandard conditions of the Project Site and will further the purposes of the Act in conformity with the Redevelopment Plan.

Yager Retail, LLC (the “Redeveloper”) has submitted a proposal for the redevelopment of the Project Site to include the construction of a new mixed use building, a restaurant and associated improvements on the Project Site. The Redeveloper intends to subdivide the Project Site into two separate lots of approximately 1.29 acres and 1.21 acres (“Lot 1” and “Lot 2”, respectively), and to complete the redevelopment of the Project Site in two phases in order to maximize the TIF resources available. The redeveloper desires to construct an approximately 8,360 square foot building, plus around 96 parking stalls, which will incorporate both retail and restaurant uses on Lot 1 (“Phase One”), and a new restaurant up to 9,000 square feet in size on Lot 2 (“Phase Two”). The Redeveloper will enter into a separate Redevelopment Agreement with respect to each phase of the Project.

Redeveloper will pay the costs of the private improvements, including all costs of construction of the buildings. As part of the Project, the CDA shall capture available tax increment revenues generated by the redevelopment of the Project Site to assist in payment for the public improvements listed as eligible expenditures under the Act in the Redevelopment Area and to be more fully described in each Redevelopment Agreement. Such public improvements may include, but are not limited to: site acquisition, site preparation, architectural and engineering fees, landscaping and other improvements deemed feasible and necessary in support of the public health, safety, and welfare which qualify as eligible expenditures for public improvements under the Act. The effective date for each phase of the Project, for purposes of Neb. Rev. Stat. § 18-2147, as amended, shall be determined in each Redevelopment Agreement.

As described above, the Project envisions the capture of the incremental taxes created by the Project on the Project Site to pay for those eligible expenditures as set forth in the Act. Attached as Exhibit “B” and incorporated herein by this reference is a consideration of the statutory elements under the Nebraska Community Development Law.

EXHIBIT "A"
Legal Description of the Project Site

The improvements for this Project shall be constructed on the property legally described as follows:

Lot 2, Yager Place Subdivision, as surveyed, platted and recorded in the City of Fremont, Dodge County, Nebraska (to be subdivided into two lots of approximately 1.29 and 1.21 acres).

EXHIBIT “B”
Statutory Elements

A. Property Acquisition, Demolition and Disposal

No public acquisition of private property, relocation of families or businesses, or the sale of property is necessary to accomplish the Project. The Redeveloper has a contractual right to purchase the property from the current owner, and the land will be purchased by Redeveloper.

B. Population Density

The proposed development at the Project Site includes the construction of a multi-tenant mixed use building and a restaurant, neither of which will significantly affect population density in the project area.

C. Land Coverage

Phase One of the Project will consist of constructing an approximately 8,360 square foot multi-tenant mixed use building on an approximately 1.29 acre lot. Phase Two will consist of constructing a restaurant not to exceed 9,000 square feet on an approximately 1.21 acre lot. Both Phase One and Phase Two will meet the applicable land-coverage ratios and zoning requirements as required by the City of Fremont.

D. Traffic Flow, Street Layouts, and Street Grades

No adverse impacts are anticipated with respect to traffic flow, street layouts, and street grades.

E. Parking

The construction of both Phase One and Phase Two of the Project will include construction of a parking lots that will meet or exceed the parking requirements set forth in the applicable zoning district.

F. Zoning, Building Code, and Ordinances

The Project Site is located in the General Commercial zoning district and the Project is a permitted use in said zoning district. The Project will require that the property be subdivided. Redeveloper is responsible for all costs associated with the approval of the subdivision and the replatting of the property. No additional zoning, building code, or ordinance changes will be necessary for the Project.

PLANNING COMMISSION OF THE CITY OF FREMONT, NEBRASKA

RESOLUTION NO. 2016-___

(Amendment to the Redevelopment Plan of the City of Fremont for the Yager Retail Redevelopment Project)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FREMONT, NEBRASKA RECOMMENDING THE ADOPTION OF AN AMENDMENT TO THE REDEVELOPMENT PLAN OF THE CITY OF FREMONT FOR THE YAGER RETAIL REDEVELOPMENT PROJECT TO THE COMMUNITY DEVELOPMENT AGENCY OF THE CITY OF FREMONT, NEBRASKA.

WHEREAS, the City Council of the City of Fremont via Resolution No. 2014-124 dated July 15, 2014 and pursuant to the Nebraska Community Development Law (the "Act"), codified at Neb. Rev. Stat. §§18-2101 through 18-2154, declared certain portions of the City of Fremont, identified as the Redevelopment Area and described in the Blight and Substandard Determination Study prepared by the Northeast Nebraska Economic Development District dated January 15, 2014, to be blighted and substandard and in need of redevelopment pursuant to the Act;

WHEREAS, the City Council of the City of Fremont via Resolution No. 2014-137 dated July 29, 2014 adopted a Redevelopment Plan prepared by the Fremont Planning Department dated as of July, 2014 for the Redevelopment Area in accordance with the requirements of the Act;

WHEREAS, following publication of Notice on March 2, 2016 and March 9, 2016, on March 21, 2016, the Planning Commission held a public hearing relating to the question whether or not the Amendment to the Redevelopment Plan (Yager Retail Redevelopment Project) should be recommended for approval to the Community Development Agency of the City of Fremont. All interested parties were afforded an opportunity to express their views on the question of whether or not the Amendment to the Redevelopment Plan is consistent with the Comprehensive Plan for the City of Fremont; and

WHEREAS, the Planning Commission has reviewed the proposed Amendment to the Redevelopment Plan and has duly considered all statements made and materials submitted to the question.

NOW, THEREFORE, it is found and recommended by the Planning Commission of the City of Fremont, Nebraska, in accordance with the Act, as follows:

1. The Project Site identified for the Yager Retail Redevelopment Project is located in the Redevelopment Area identified in the Redevelopment Plan prepared by the Fremont Planning Department dated July, 2014, a copy of which is on file and available for public inspection with the Fremont City Clerk.

2. The Amendment to the Redevelopment Plan will, in accordance with the present and future needs of the City of Fremont, promote the health, safety, morals, order, convenience, prosperity, and the general welfare of the community in conformance with the legislative declarations and determinations set forth in the Act and embodied in the Redevelopment Plan adopted by the City of Fremont.
3. The Amendment to the Redevelopment Plan is in conformance with the general plan for development of the City of Fremont as a whole as set forth in the City of Fremont Comprehensive Plan, as may be amended.

BE IT RESOLVED, that pursuant to the provisions of the Act and in light of the foregoing findings and determinations, the Planning Commission of the City of Fremont does hereby recommend to the Community Development Agency of the City of Fremont the approval of the Amendment to the Redevelopment Plan (Yager Retail Redevelopment Project).

Passed and approved by the Fremont Planning Commission on this 21st day of March, 2016.

PLANNING COMMISSION OF THE
CITY OF FREMONT, NEBRASKA

By: _____
Chairman

Staff Report

TO: Planning Commission
FROM: Troy Anderson, Director of Planning
DATE: March 21, 2016
SUBJECT: Draft Unified Development Ordinance (UDO) Amendments – Article 6

Background: Staff has prepared the following amendments to Article 6 of the Draft UDO for review and consideration. This Article will be broken into three (3) parts. The first part addresses parking, loading, and access. The most significant revisions include:

- Reorganization;
- Revising minimum off-street parking requirements;
- Striking parking credits and reductions due to a lack of depth, and shifting emphasis of alternative parking regulations/requirements to *special studies* and *shared parking*;
- Revising *parking module* dimensions, and vehicle stacking requirements;
- Better defining *surfacing* and *maintenance* requirements;
- Revamping *access management* and *circulation* regulations, including driveway/access widths, spacing and corner clearances, in particular; and
- General word-smithing.

ARTICLE ~~SIX~~7 SITE DEVELOPMENT

~~15-6~~11-700 PARKING, LOADING, AND ACCESS

Sec. ~~15-6~~11-701 Purpose

The purpose of this Section is to ensure that:

- A. Adequate off-street motor vehicle and bicycle parking is provided for uses that are permitted by this ~~UDO~~UDC. See ~~Section~~ 15-302, *Land Use Tables*;
- B. Parking and accessible routes are provided for disabled individuals in accordance with the Americans with Disabilities Act (ADA) Accessibility Guidelines, as may be amended from time to time.
- C. ~~Sufficient motor vehicle parking is provided in nonresidential areas that are near residential neighborhoods, so that the character and quality of life in the neighborhoods are protected from overflow parking.~~Alternative demand models including special studies and shared parking programs are taken into consideration;
- D. The design and use of parking and loading areas are regulated for consistency;
- E. Adequate loading areas are provided that do not interfere with the function of other vehicular use areas;
- F. Adequate stacking areas are provided to ensure safe and efficient circulation within sites that contain drive-in or drive-through uses;
- G. Access to sites is managed to maintain the desired function and safety of the adjacent street(s); and
- H. Vehicular use areas and sites are designed and lighted to promote public safety without creating undue light pollution and off-site glare (See ~~Section~~ 15-630, *Exterior Lighting*); ~~and~~
- I. ~~Parking and accessible routes are provided for disabled individuals in accordance with the Americans with Disabilities Act (ADA) Accessibility Guidelines, as may be amended from time to time.~~

Sec. ~~15-6~~11-702 Application

- A. **Application.** This Section sets out how the provisions of ~~Section~~ 15-600, *Parking, Loading, and Access*, are applied and how they relate to other provisions of this UDO.
 1. ~~[All new development shall provide the quantity of parking spaces required by Subsection 15-603.02., *Required Parking and Loading*, and comply with all other provisions of this Section.]~~Set out in ~~Subsection~~ 15-603.01., *Calculation of Required Parking Spaces*, is the methodology for calculating the number of required parking spaces, including the measurement of independent variables~~[and application of available credits and reductions that are allowed by Subsection 15-603.05., *Parking Credits and Reductions*].~~ All new development, redevelopment, substantial improvements, expansions of existing development, and changes in the use(s) of existing buildings that require additional parking shall provide the quantity of parking spaces required by ~~Subsection~~ 15-603.02., *Required Parking and Loading*, and comply with all other provisions of this Section.

Exception: Any use within the Downtown Commercial (DC) District is exempt from the off-street parking requirements provided by [Subsection 15-603.02., Required Parking and Loading](#). However, any off-street parking facility constructed in the DC District after the effective date must comply with the design standards set out in this UDC.

- ~~2. [Bicycle parking is required as set out in Subsection 15-603.07., Bicycle Parking.~~
- ~~3. Stacking for drive-through uses, deceleration lanes, and parking lot ingress areas is required according to the standards in the *Engineering Design Manual*.]~~
4. The size and configuration of parking and loading spaces shall be set out in [Section 15-604, Design and Use](#), and the *Engineering ~~Design~~ Standards Manual* ~~(as promulgated by the Director of Public Works, and amended from time to time)~~.
5. Standards for the surfacing, use, and maintenance of parking and loading areas are set out in [Subsection 15-604.06., Surfacing and Maintenance](#). Standards that apply to temporary uses in parking and loading areas are set out in [Section 15-305, Temporary Uses](#).
- ~~6. [Redevelopment, substantial improvements, and expansions of existing development and changes in the use(s) of existing buildings that require additional parking shall provide parking to the extent of the new demand created by the improvement, expansion, or change in use(s).]~~
- ~~7. Changes in the use(s) of existing buildings that result in fewer required parking spaces shall not be required to provide additional parking spaces.~~
- ~~8. Any use within the Downtown Commercial (DC) District is exempt from the off-street parking requirements provided by Subsection 15-603.02., Required Parking and Loading. Any off-street parking facility constructed in the DC District after the effective date must comply with the design standards set out in this UDC.]~~

Commented [AT1]: Redundant.

- B. **Timing and Degree of Compliance.** No ~~[zoning change permit, zoning clearance permit,]~~ building permit, or certificate of occupancy shall be issued unless and until off-street parking and loading is provided in accordance with [Section 15-600, Parking, Loading, and Access](#).

Commented [AT2]: Reorganized.

Sec. ~~[15-6]~~[11-703](#) Parking and Loading Calculations

~~[15-6]~~[11-703.01](#). Calculation of Required Parking Spaces

- A. **Generally.** The standards of this Subsection set out the means for calculating the number of parking spaces that are required for each land use that is listed in [Section 15-302, Land Use Tables](#).
- B. **Calculations.** The number of required parking spaces is calculated according to the formulas set out in [Subsection 15-603.02., Required Parking and Loading](#) ~~[,]~~ ~~[and then]~~ [Parking requirements may be](#) adjusted as follows:
 1. ~~[First,]~~ According to the standards of [Subsection 15-603.~~\[05\]~~04.](#), ~~[Parking Credits and Reductions]~~ [Special Studies](#) ~~[, if applicable]; [and]or~~
 2. ~~[Second,]~~ According to the standards of [Subsection 15-603.06., Shared Parking](#), if applicable.
- C. **Rounding.** If the final calculated number of required parking spaces includes a fractional space, the number of required parking spaces is rounded up to the nearest whole number, regardless of the fraction.
- D. **Variables for Calculating the Required Parking.** The variables used for parking calculations are measured as follows:

1. *Per Square Foot* (~~{sf.}SF~~) of *Parking Floor Area* (PFA). The phrase "per ~~{sf.}SF~~ of PFA" means that the number of parking spaces is calculated based on the number of "parking-related" square feet of floor area put to the use. The "PFA" is 85 percent of the gross floor area, plus (unless otherwise specified) the area of any parts of the ~~{parcel}lot or tract~~ proposed for development that are delineated and used in a manner that is comparable in function and intensity~~{of use}~~ to the use~~{of the}~~ inside of the building (e.g., outdoor dining areas, outdoor sales and service, or outdoor storage).
2. *Per Dwelling Unit* (DU) or *Per Bedroom* (BR). The phrase "per ~~{dwelling-unit}DU~~" or "per BR" means that the number of parking spaces is calculated based on the number of dwelling units~~{in some cases, the parking requirements are based on}~~, or the number of bedrooms~~{per "#"}BR unit}~~ in the dwelling unit(s), respectively.
3. *Per Bed*. The phrase "per bed" means that the number of parking spaces is based on the number of beds in the facility instead of the number of sleeping rooms or some other measure. Per bed calculations are normally applied to uses that offer residential care or overnight accommodations with shared rooms.
4. ~~{Per Employee. The phrase "per employee" means that the number of parking spaces is based on the number of employees during the shift in which the maximum number of employees is present.}~~
5. *Per Seat Capacity*. The phrase "per seat" means that the number of parking spaces is based on the number of seats that are provided for guests (patrons, members, etc.), with benches or pews measured as one (1) seat ~~{per each}~~ for every ~~{two feet}~~ eighteen (18) inches of ~~{width}~~ seating length; and
6. *Per Person*~~{ / Per Seat}~~ *Design Capacity*.
 - a. The phrase "per person design capacity" means that the number of parking spaces is based on the maximum number of people who may occupy the use pursuant to applicable ~~{fire}building~~ codes.
 - b. ~~{The phrase "per seat design capacity" means that the number of parking spaces is based on the maximum seating capacity of the use as determined by applicable fire codes.}~~
7. *Per Square Feet* (~~{sf.}SF~~) of *Assembly Area*. The phrase "per ~~{sf.}SF~~ of assembly area" means that the number of parking spaces is based on the number of square feet ~~{in the largest room used for assembly (e.g., at a school, this is often a gymnasium, but it could also be a theater or a lunch room)}~~ dedicated to assembly group occupancies, as that class is defined by the most recently adopted version of the International Building Code.
8. *Others*. Other variables are measured according to their common meanings.

Commented [AT3]: Consider striking. Incredibly subjective and difficult to enforce.

Commented [AT4]: Ref. IBC Sec. 1004.4.

Commented [AT5]: IBC Table 1004.1.2. MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT

Commented [AT6]: Redundant.

Commented [AT7]: Consider striking.

~~{15-6}~~11-703.02. Required Parking and Loading

- A. **Generally.** The minimum off-street parking requirements for the uses set out in this ~~{Ordinance}Code~~, as provided in Article Three, Land Uses, are set out in the following tables:
1. Table 15-603.02.01, Parking for Residential and Commercial Use of the Home;
 2. Table 15-603.02.02, Parking for Institutional, Recreation, and Amusement Uses;
 3. Table 15-603.02.03, Parking for Commercial Uses; and
 4. Table 15-603.02.04, Parking for Agriculture, Industrial, Utility, ~~{and}~~ Transportation, and Communication Uses.

- B. **Uses that Involve Fleets or Vehicle Inventory.** Uses that involve fleets of vehicles (e.g., post offices, police stations, fire stations, etc.) and uses that involve vehicle inventories (e.g., ~~passenger vehicle~~ automotive sales ~~or~~, rental and service establishments) shall provide adequate on-site parking for the fleet or inventory. Such parking shall not count towards the requirements of Subsection 15-603.02., Required Parking and Loading.
- C. **Multiple Nonresidential Uses.** If several nonresidential uses occupy a single ~~parcel~~ lot, tract, or building, the off-street parking and loading requirements shall be the cumulative total for all uses, unless:
- Alternative parking regulations, in accordance with Subsection 15-603.04., Special Studies, are accepted by the City; or
 - The uses are of different categories, such that the standards of Subsection 15-603.06., Shared Parking apply; ~~or~~
 - ~~The uses are in a center with multiple retail, service, or restaurant tenants, which shall be classified cumulatively as "Commercial Retail (business services; personal services; shopping center)" for the purposes of the parking requirements.~~
- D. **Uses Not Listed.** The Director shall determine the parking requirements for uses that are not listed based on the uses that are most similar to the proposed uses (see Section 15-303, Unlisted or Functionally Similar Uses) or based on parking studies of similar uses that are provided by the applicant and certified by a qualified transportation planner or professional engineer. See Subsection 15-603.04., Special Studies.
- E. **Residential and Commercial Use~~s~~ of the Home.** Set out in Table 15-603.02.01, Parking for Residential and Commercial Use of the Home, is the parking requirements for residential uses and commercial uses of dwelling units.

Table 15-6 <u>11-703.02.01.</u>		
Parking for Residential and Commercial Use of the Home		
Land Use	Required Off-Street Parking Spaces	Required Loading Spaces
Residential Uses		
Single-Family Detached	2 spaces per du.	See Subsection 15-604.04., Loading
1. Earth Sheltered Residence 2. Modular Home	2 spaces per du.	
Single-Family Detached Zero-Lot-Line Home	2 spaces per du.	
Single-Family Attached (duplex, condominium townhome)	2 spaces per du.	
Manufactured Home <u>Dwelling, Accessory</u>	2 spaces per du.; in manufactured home parks, 2 additional spaces shall be provided in one or more visitor parking areas for each 3 manufactured home lots <u>1 space per BR¹</u>	

Table ~~15-6~~ 11-703.02.01.

Parking for Residential and Commercial Use of the Home

Land Use	Required Off-Street Parking Spaces	Required Loading Spaces
Multiple-Family 1. Townhome 2. Live-Work Townhome 3. Multiplex 4. Apartments	{See below.} 1.5 spaces per DU 1. 2 spaces per du. 2. 3 spaces per du. 3. Studio / 1 BR units: 1.5 spaces per du. 4. 2+ BR units: 2.5 spaces per du.	
{Upper Floor Residence} Dwelling, Single-Family Attached (duplexes, townhouses)	{1 space per BR (including those used by residents and guests; additional spaces for the dwelling unit are not required)} 2 spaces per DU	
Dwelling, Single-Family Detached	2 spaces per DU	
Commercial Use of the Home		
{Bed and Breakfast Home}	1 space per BR (including those used by residents and guests; additional spaces for the du. are not required)}¹	
{Bed and Breakfast Inns} Boarding House (bed and breakfasts, lodging houses, rooming houses)		
Family Child Care Home (I and II)	2 spaces per {du.} DU plus {one} 1 additional space	
{Foster Family Home}	2 spaces per du.	See Subsection 15-604.04, Loading
Group Residential	2 spaces per du., plus two additional spaces	
Home Based Business	2 spaces per {du.} DU plus 1 space per {200} 300 {sf.} SF of {space} PFA dedicated to the Home Based Business	
Home Occupation	2 spaces per {du.} DU	
¹ Efficiency units shall be considered a bedroom (BR) for the purposes of this Section.		

F. **Institutional, Recreation, and Amusement Uses.** Set out in **Table 15-603.02.02, Parking for Institutional, Recreation, and Amusement Uses**, is the parking requirements for institutional, recreation, and amusement uses.

Table 15-603.02.02. Parking for Institutional, Recreation, and Amusement Uses		
Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
Institutional Uses		
Assisted Living / Congregate Care Facilities Club (Civic and Private)	1 space per 3 du.s; if not configured as individual dwelling units, 1 space per 3 BR 100 SF of PFA	
College / University / Vocational School	See Subsection 15-603.04., Special Studies	
Day Care Center (Adult and Child)	1 space per 300 {sf} SF of PFA	
Emergency Residential	1 space per 4 beds	
Educational Facility (preschools, elementary schools, middle/junior high schools, high schools)	See Subsection 15-603.04., Special Studies	
Hospital / {Surgical Facility} Ambulatory Surgery Center / Health Clinic	{2} 1 space{s} per bed for in-patient facility; ies; 1 space per examining/operating room for out-patient facilities; plus requirements for other uses (e.g. <u>assembly</u> , office, {auditorium} , retail, etc.) { plus 6 spaces per operating room }	
Library	1 space per 300 sf. PFA	See Subsection 15-604.04., Loading
Long Term Care and Assisted Living Facilities (skilled nursing facilities, nursing facilities, and intermediate care facilities)	1 space per 3 beds	
Post Office	1 space per 300 sf. PFA	
Private Club	1 space per 125 sf. PFA not used for dining area + 1 space per 75 sf. PFA dining area	
Public Assembly (<u>civic, community or cultural centers, and places of worship</u> ; preschools, elementary, middle, and high schools, stadiums, community centers)	1 space per 100 {sf} SF of PFA { See Subsection 15-603.04., Special Studies }	
Public Safety Facility 1. Police Station 2. Fire Station	1. 1 space per 250 sf. PFA 2. 4 spaces per emergency vehicle bay + 1 space per 100 sf. PFA public meeting area	
Walk-In Clinic	1 space per 200 sf. PFA	
Recreation and Amusement Uses		
Amusement, Commercial Outdoor	See Subsection 15-603.04., Special Studies	See Subsection 15-604.04., Loading
Campground	1 space {A} per camp site, located at <u>the</u> camp site, {+} plus 3 spaces {A} per 50 camp sites, located {at office} within close proximity of campground amenities <u>(for amphitheaters and outdoor performing arts facilities, 1 space per 3 seats)</u>	See Subsection 15-604.04., Loading

Table 15-6 11-703.02.02. Parking for Institutional, Recreation, and Amusement Uses		
Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
{Indoor Commercial Amusement}	6 spaces per 1,000 sf.	
{Outdoor Commercial Amusement (amphitheaters, arenas, outdoor performing arts facilities)} Recreation, Indoor / Health Club	{Greater of: 1 space / 3 seats or 5 spaces / 4 playing stations} 1 space per 100 SF of PFA	
{Outdoor} Recreation, Outdoor	{12 spaces per acre} See Subsection 15-603.04. Special Studies	

G. **Commercial Uses.** Set out in ~~Table 15-603.02.03~~, *Parking for Commercial Uses*, is the parking requirements for commercial uses.

Table 15-6 11-703.02.03. Parking for Commercial Uses		
Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
{Institutional} Commercial Uses		
Adult Business	1 space per {150}100 {sf.} SF of PFA	See Subsection 15-604.04., Loading
Alcoholic Beverage Sales, Offsite Consumption	1 space per {300}200 {sf.} SF of PFA	
Alcoholic Beverage Sales, Onsite Consumption	1 space per {75}100 {sf.} SF of PFA	
Animal Boarding Facilities, Small Animal	1 space per {400}500 {sf.} SF of PFA	
<u>Animal Boarding Facilities, Large Animal</u>	1 space per 500 SF of PFA	
Animal Grooming Facilities	1 space per {400}500 {sf.} SF of PFA	
Animal Veterinary Services, Small Animal	1 space per {200}300 {sf.} SF of PFA	
Animal Veterinary Services, Large Animal	1 space per {300}500 {sf.} SF of PFA	
Automobile Sales, Rental and Service Establishments	1- 1 space {/} per 1,000 {sf.} SF of PFA {+ 1 / 15 storage spaces; 1 space per 1,000 sf. of vehicle display area + 1 space per employee on maximum shift 2- 1 space per employee on maximum shift; 1 space per 5 rental vehicles stored on-site; + 1 space per rental vehicle stored on-site 3- 3 spaces per service bay {where service is provided, 3 spaces per service bay}	
1- Automobile Sales 2- Automobile Rental 3- Automobile Service		

Table ~~15-6~~ 11-703.02.03.

Parking for Commercial Uses

Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
{Automobile Sales, Used	1 space per 1,000 sf. of vehicle display area + 1 space per employee on maximum shift	
Automobile Repair {s, Heavy} Services, Major	{4} 3 spaces per service bay	
Automobile {s, Light} Services, Minor	3 spaces per service bay	
Automobile {Washes} Service Station	3 spaces per <u>service bay</u> {or stall + 1 space per 2 stalls, if attended} 1 space per 4 fueling stations (where Level 3 charging stations are provided, 1 space per 4 charging stations); 3 spaces per service bay; plus 1 space per 200 SF of PFA dedicated to retail	
Bar / Tavern	1 space per 100 SF of PFA	
{Commercial Retail (business services; personal services; shopping centers)	1 space per 200 sf. PFA	
Event Facility (banquet hall; dance hall; lodge)	1 space per 75 sf. PFA	
Farmers' Market, Permanent	1 space per {300} 200 {sf.} SF of PFA	
Financial Institution	1 space per 300 SF of PFA	
Funeral Establishment / Funeral Home	1 space per 300 SF of PFA	
{Fueling / Charging Stations ¹	1 space per 4 pump stations or Level 3 charging stations, plus 3 spaces per service bay, plus 1 space per 200 sf. PFA for a convenience store	
Gaming Facility	1 space per 100 SF of PFA	
{General Professional / Medical Office	1 space per 300 sf. PFA	
Heavy Retail / Home Center	1 space per 250 sf. PFA, plus 1 space per 1,000 sf. of outdoor sales or display area	
Laundromat	1 space per 500 SF of PFA	
Lodging Services, Non-transient (hotels, motels, and lodging houses)	1 space per guest room plus 1 space per 500 SF of assembly area	
Lodging Services, Transient (hotels, motels, and lodging houses)	1 space per guest room plus 1 space per 500 SF of assembly area	
Mail Services	1 space per 300 SF of PFA	
{Manufactured Home Sales	1 space per 500 sf. PFA	
Mixed Use	See <u>Subsection</u> 15-603.06., Shared Parking	
{Nursery, Retail	1 space per 250 sf. PFA of office or sales floor area, plus 1 space per 3,000 sf. of outdoor nursery area	

Table ~~15-6~~ 11-703.02.03.
 Parking for Commercial Uses

Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
Office	1 space per 300 {sf.} SF of PFA	
{Overnight Accommodations (hotels; motels; commercial inns)}	1 space per guest room + 1 space per 300 sf. of meeting rooms, ballrooms, administrative offices, and areas used for self-service breakfast for guests only, plus 75 percent of parking requirements for integrated restaurants and bars that are open to the public	
<u>Parking Lot, Commercial</u>	See Subsection 15-603.04., <i>Special Studies</i>	
<u>Parking Structure, Principal Use</u>	See Subsection 15-603.04., <i>Special Studies</i>	
{Pet Stores (no on-site animals)}	1 space per 200 sf. PFA	
<u>Pet Stores (with on-site animals and/or boarding)</u>	1 space per 200 sf. PFA	
Restaurant (no drive-through or drive-in)	1 space per {75} 100 {sf.} SF of PFA	
Restaurant (with drive-through or drive-in)	1 space per {150} 200 {sf.} SF of PFA	
<u>Retail Sales Establishment, Bulk Merchandise</u>	1 space per 500 SF of PFA	
<u>Retail Sales Establishment, General Merchandise</u>	1 space per 200 SF of PFA	
<u>Retail Sales Establishment</u>	1 space per 200 SF of PFA	
{Truck Stop / Truck Wash}	See Subsection 15-603.04., <i>Special Studies</i>	
Vending Kiosks / ATMs	{2 spaces per kiosk} See Subsection 15-603.04., <i>Special Studies</i>	
Wholesale <u>Establishment</u>	1 space per 500 {sf.} SF of PFA	

TABLE NOTE:
¹ Level 3 charging stations include all charging stations that provide comparable or faster charging services. Level 1 and level 2 charging stations are accessories to parking lots.

H. **Agriculture, Industrial, Utility, ~~and~~ Transportation, and Communication Uses.** Set out in Table 15-603.02.04, *Parking for Agriculture, Industrial, Utility, ~~and~~ Transportation, and Communication Uses*, is the parking requirements for agricultural, industrial, utility, ~~and~~ transportation, and communication uses.

Table 15-6 11-703.02.04.

Parking for Agriculture, Industrial, Utility, and Transportation, and Communication Uses

Land Use	Required Off-Street Parking Spaces	Required Loading Spaces
Agricultural Uses		
Agricultural Use (crop and animal husbandry)	2 spaces per du. for a farm residence No requirement	
Animal Production	No requirement	
Agricultural Sales and Service	1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; 1 space per 1,400 sf. PFA + 1 space per 1,000 (sf.) SF of PFA (outdoor sales and display area) dedicated to all other uses (where service is provided, 3 spaces per service bay)	See Subsection 15-604.04., Loading
Nursery (or Greenhouse, Wholesale, Agricultural Production) Retail and Wholesale	1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 300 1,000 (sf.) SF of PFA (of office or sales floor area + 1 space per 5,000 sf. of outdoor nursery area) dedicated to all other uses	
Stable or Riding Academy	3 spaces per 1,000 sf. office or administrative space, plus 1 space per 3 stalls	
Industrial Uses		
Automotive Wrecking / Salvage Yard (junkyard, recycling business)	4 spaces +; 1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 300 5,000 (sf.) SF (office area + 1 space per 5,000 sf. outdoor area accessible to customers) of PFA dedicated to all other uses	
Broadcasting Center (satellite farm; server farm; switching facility)	1 space per 250 sf. PFA of office or sales floor area, plus 1 space per 3,000 sf. of additional floor area	
Composting Drop-Off / Collection / Processing Facility	See Subsection 15-603.04., Special Studies	
Construction Sales and Services	See Subsection 15-603.04., Special Studies	
Heavy Industry	See Subsection 15-603.04., Special Studies	
Heavy Retail, Lumberyards and Equipment Sales	1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 250 5,000 (sf.) SF of PFA (of office or sales area, plus 1 space per 3,000 sf. of outdoor storage or display area) dedicated to all other uses	See Subsection 15-604.04., Loading
Heavy Truck or Recreational Vehicle Leasing or Sales	1- 1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space (1,000) 5,000 (sf.) SF (+1 / 15 storage spaces; 1 space per 3,000 sf. of vehicle display area + 1 space per employee on maximum shift) of PFA dedicated to all other uses	
Industry, Extractive	See Subsection 15-603.04., Special Studies	
Industry, Heavy	See Subsection 15-603.04., Special Studies	
Industry, Light	See Subsection 15-603.04., Special Studies	

Table 15-6 11-703.02.04.

Parking for Agriculture, Industrial, Utility, ~~Land~~ Transportation, and Communication Uses

Land Use	Required Off-Street Parking Spaces	Required Loading Spaces
Landfill	1-25 spaces per disposal vehicle See Subsection 15-603.04., <i>Special Studies</i>	
Light Industry	1 space per 500 sf. PFA	
Recycling Drop-Off / Collection / Processing Facility	1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 500 5,000 sf. SF of facility PFA dedicated to all other uses	
Research and Testing Laboratory	1 space per 300 sf. PFA	
Resource Extraction	1 space per employee on maximum shift	
Self-Service Storage Facility	1 space per 25 storage units + 1 space per 300 sf. SF of PFA dedicated to office 1 space + 1 space per bedroom of any on-site caretaker residence ; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 5,000 SF of PFA dedicated to all other uses.	
Solid Waste Facility	See Subsection 15-603.04., <i>Special Studies</i>	
Solid Waste Transfer Facility	See Subsection 15-603.04., <i>Special Studies</i>	
Storage yard	1 space per 8,000 sf. 5,000 SF of storage yard	
Warehousing (logistics; distribution)	1 space per 300 sf. SF of PFA dedicated to office area , plus 1 space per 1,000 sf. 5,000 SF of warehouse	
Waste Transfer Station	5 spaces per 4 disposal vehicles	
Utility Uses		
Power Generation, Small-scale (renewable; noncombustible), including Wind Energy Conservation Systems (WECS) <u>Energy Conversion System (wind, water, geothermal, and solar)</u>		See Subsection 15-604.04., <i>Loading</i>
Public Utility Plant, Municipal <u>Utility Services, Large</u>	See Subsection 15-603.04., <i>Special Studies</i>	
Public Utility Plant, Regional <u>Utility Services, Medium</u>		
Public Utility Plant, Neighborhood <u>Utility Services, Small</u>		
Transportation Uses		
Aviation Facility <u>Airport / Heliport</u>	See Subsection 15-603.04., <i>Special Studies</i>	See Subsection 15-604.04., <i>Loading</i>
Bus Depot	1 space per 500 sf. PFA	
Helistop	2 spaces	
Railroad Facilities <u>Use</u>	See Subsection 15-603.04., <i>Special Studies</i>	

Table ~~15-6~~ 11-703.02.04.

Parking for Agriculture, Industrial, Utility, ~~Land~~ Transportation, and Communication Uses

Land Use	Required Off-Street Parking Spaces	{Required Loading Spaces}
Transit Station	See Subsection 15-603.04., <i>Special Studies</i>	
Transit Stop	See Subsection 15-603.04., <i>Special Studies</i>	
Transit Terminal	See Subsection 15-603.04., <i>Special Studies</i>	
{Trucking}	1 space per 400 sf. PFA of retail, wholesale, and office floor area, plus 1 space per 1,000 sf. PFA of other floor area, plus 1 space per loading dock	
Communication Uses		
{Attached Facilities}	N/A	See Subsection 15-604.04., <i>Loading</i>
Communication Services (broadcasting studios, multimedia production facilities, and telecommunications)	1 space per 300 SF of PFA dedicated to office; 1 space per 200 SF of PFA dedicated to retail; plus 1 space per 5,000 SF of PFA dedicated to all other uses.	
{Non-Stealth-Freestanding} Telecommunications Tower	2 spaces per tower	
{Stealth-Freestanding-Facilities}	2 spaces per tower	

~~15-6~~ 11-703.03. Parking for Disabled Persons

- A. **Generally.** Parking spaces for the use of persons with disabilities shall be provided as set out in [Table 15-603.03.](#), ~~{Disabled}~~ [Accessible Parking Requirements](#), or as required by the Americans with Disabilities Act (ADA) of 1990, whichever requires more ~~{disabled}~~ [accessible](#) parking. ~~{Disabled}~~ [Accessible](#) parking is included in the total number of required parking spaces as set out in [Subsection 15-603.02.](#), *Required Parking and Loading*.
- ~~{Every eighth parking space}~~ For every six (6) or fraction of six (6) parking spaces required, at least one (1) shall be a van-accessible parking space. Design criteria and dimensions are set forth in the [Off-Street Parking Design Standards](#) and the requirements of the ~~{Americans with Disabilities Act}~~ [ADA](#) (see [Subsection 15-604.02.](#), *Space and Module Standards*).
 - Parking facilities for single-family [attached](#), ~~{duplex, two-family}~~ [single-family detached](#), and ~~{mobile-home-residential}~~ [HUD code manufactured housing](#) uses are exempt from the requirements of this Subsection.

Commented [AT8]: Reference IBC Section 1106.5.

Commented [AT9]: Is this a separate section or separate reference standard? Could this be ANSI A117.1-2009 or the DOJ 2010 Standards for Accessible Design?

Table ~~{15-6}~~11-703.03.

~~{Disabled}~~ Accessible Parking Requirements

Number of Required Parking Spaces	Number of {Disabled} Accessible Spaces	{Number of Disabled Spaces that Must be Van Accessible}
1 to 25	1	±
26 to 50	2	±
51 to 75	3	±
76 to 100	4	±
101 to 150	5	±
151 to 200	6	±
201 to 300	7	±
301 to 400	8	±
401 to 500	9	±
501 to 1,000	2 percent of total	± out of 8 disabled parking spaces, rounded up
1,001 and over	20, plus 1 for each 100 over 1,000	± out of 8 disabled parking spaces, rounded up

Commented [AT10]: Redundant.

~~{15-6}~~11-703.04. Special Studies

- A. **Generally.** Some of the uses that are listed in the tables set out in **Subsection 15-603.02.**, *Required Parking and Loading*, have nonlinear or widely varying parking demand characteristics. Accordingly, their parking requirements are listed in the table as "See **Subsection 15-603.04.**, *Special Studies*." Required parking for these uses, or uses where alternative requirements can be demonstrated (e.g. "best practice"), shall be established according to the standards of this Subsection.
- B. **Requirements.**
1. A special study shall be conducted by a registered professional transportation planner or professional traffic operations engineer (PTOE) at the applicant's expense.
 2. The special study shall provide:
 - a. A peak parking analysis of at least five **(5)** functionally comparable uses.
 - b. Documentation regarding the comparability of the referenced uses, including: name, function, location, floor area, parking availability, access to transportation networks (including vehicular, bicycle, and pedestrian facilities), use restrictions, and other factors that could affect the parking demand.
- C. **Approval of Special Study.**

1. The City may rely upon the special study or may request additional information or analysis, including, but not limited to: alternative or new uses, or consideration of additional or alternative factors related to comparability or peak demand.
2. As a condition of approval, the City may require that land be reserved or land-banked for additional parking if:
 - a. It is demonstrated that there is a relatively high probability the use could change, resulting in a higher demand for parking; or
 - b. The variability in the special study justifies the reservation of additional land to mitigate insufficient on-site parking.
3. Areas that are reserved or land-banked shall be of appropriate location and dimension to provide for the additional parking by connection to existing parking lots.

~~[15-6]11-703.05. {Parking Credits and Reductions~~

- ~~A. **Generally.** This Section sets out credits and reductions in the number of off street parking spaces that are required. These credits or reductions are based on the provision of alternative parking or demand management programs that tend to reduce the demand for parking. If used in conjunction with Subsection 15-603.06., *Shared Parking*, these reductions may be applied to reduce the parking requirement for the use prior to calculating the shared parking reduction.~~
- ~~B. **Applicability to Special Studies.** The credits and reductions are not available to uses that base their parking on a special study, as set out in Subsection 15-603.04., *Special Studies*, unless the special study's methodology specifically addresses these credits and reductions and determines that they are appropriate.~~
- ~~C. **On-Street and Public Lot Parking.** In the Downtown Commercial (DC) District, and in approved TND developments that provide on street parking along internal streets, on street parking and parking in public lots may be credited to particular uses in accordance with the formula: $\text{Parking Credit} = (S_a \times P)$, where S_a = the area of the applicant's parcel divided by the area of the contiguous zoning district, and P = the total parking that is available on street and in public lots in the district (not existing streets or lots) or TND.~~
- ~~D. **Reduction of Parking or Loading Requirements by Demonstration of Lesser Demand.**~~
- ~~1. The City may approve a reduction in the number of required parking or loading spaces if the applicant demonstrates that a reduction is appropriate based on specific parking demand forecasts for the proposed use, provided that:

 - ~~a. The forecasts are made by a qualified traffic engineer and are based upon a peak parking analysis of at least five comparable uses; and~~
 - ~~b. The comparability of the uses is documented in detail, which includes their location, gross floor area, street access, use types and restrictions, hours of operation, peak parking demand periods, and all other factors that could affect parking demand.~~~~
 - ~~2. The City may retain a qualified traffic engineer, at the applicant's expense, to review the parking demand forecast and provide recommendations to the City.~~
 - ~~3. The City may rely on the applicant's special study or the special study conducted by the City's consultant.~~
 - ~~4. The Planning Commission may require that space be reserved or land banked for additional parking upon a determination that there is a reasonable likelihood that the use itself or the nature of the use could change in a manner that increases its parking demand.~~

Commented [AT11]: This says nothing.

Commented [AT12]: This says nothing.

Commented [AT13]: Downtown Commercial is exempt, and TND has been broadly stricken.

Commented [AT14]: No different than *Special Studies*.

~~E. **Reduction of Parking Requirements by Provision of Bicycle Amenities.** The Director may authorize up to a five percent reduction in the number of required off-street parking spaces for development that provides amenities or incentives for bicyclists that are in addition to those set out in Subsection 15-603.07, *Bicycle Parking*. Examples of accommodations that would qualify for the credit include:~~

- ~~1. Enclosed bicycle lockers; or~~
- ~~2. Employee shower facilities, lockers, and dressing areas.~~

~~15-603.06.~~ Shared Parking

- A. **Generally.** The City recognizes that uses may have different hours of operation and peak parking demand hours. For this reason, the City desires to encourage the sharing of parking for its potential to reduce paved areas and/or to enhance the efficiency of land use. Where a mix of uses creates synergy with respect to the use of parking spaces due to differences in when the spaces are most likely to be used, the City may reduce the required number of spaces according to the provisions of this Subsection.
- B. **Shared Parking Table.** Shared parking allows a reduction in the total number of required parking spaces when a parcel is occupied by two (2) or more uses which typically do not experience peak use of parking areas at the same time. When any land or building is used for two (2) or more uses that are listed below, the minimum total number of required parking spaces may be determined by the following procedures:
1. Multiply the minimum required parking for each individual use, excluding spaces reserved for use by specified individuals or classes of individuals (e.g., spaces that are either posted "reserved," or secured behind a gate), by the appropriate percentage listed in **Table** 15-603.06.01, *Shared Parking*, for each of the designated time periods.
 2. Calculate a sum for all uses for each of the five (5) time periods (columns). The minimum parking requirement is the highest of these sums. Set out in **Table** 15-603.06.02, *Illustrative Shared Parking Credit Calculation*, is an example of how to calculate shared parking credits.
 3. In general, the maximum reduction allowed shall be no more than **twenty-five (25)** percent. However, a greater reduction may be permitted by the Planning Commission, provided that:
 - a. Sufficient land is set aside for each parking space in excess of the **twenty-five (25)** percent reduction that is not constructed, so that the spaces may be constructed at a later date should the Planning Commission determine that they are necessary; and
 - b. The property owner executes and records a document that guarantees that the spaces will be **constructed** upon written order of the Director.

Commented [AT15]: So do we need an entire subsection for this particular *credit*? Could this reduction not be introduced into Subsection 15-603.07, if we want it?

Commented [AT16]: Performance bond?

Table 15-6 11-703.06.01.

Shared Parking

Use	Weekday			Weekend	
	Night	Day	Evening	Day	Evening
	(12 AM to 6 AM)	(6 AM to 6 PM)	(6 PM to 12 AM)	(6 AM to 6 PM)	(6 PM to 12 AM)
Residential	100%	60%	90%	80%	90%
Office	5%	100%	10%	10%	5%
Retail (Commercial)	5%	70%	90%	100%	70%
(Overnight Accommodations) Lodging Services	80%	80%	100%	50%	100%
Restaurant	10%	50%	100%	50%	100%
(Entertainment) Amusement/Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

Table 15-6 11-703.06.02.

Illustrative Shared Parking Credit Calculation

EXAMPLE: A mixed-use building in a standard development has 50 2-bedroom residences, 50,000 square feet of general office space, and 50,000 square feet of retail space. Separately, these uses would require 450 parking spaces ((50 ~~res.~~ x 2 sp. / unit) + (50,000 sf. x ~~1~~ sp. / ~~1,000~~300 sf.)) + (50,000 sf. x (1 sp. / ~~250~~200 sf.)) = ~~450~~517). However, combined, they could share ~~350~~402 parking spaces.

Use	Weekday			Weekend	
	Night	Day	Evening	Day	Evening (
	(12 AM to 6 AM)	(6 AM to 6 PM)	(6 PM to 12 AM)	(6 AM to 6 PM)	6 PM to 12 AM)
Residential 100 spaces	100% x 100 = 100	60% x 100 = 60	90% x 100 = 90	80% x 100 = 80	90% x 100 = 90
Office 150 167 spaces	5% x 150 167 = 8	100% x 150 167 = 150 167	10% x 150 167 = 15 16	10% x 150 167 = 15 16	5% x 150 167 = 8
Retail (Commercial) 200 250 spaces	5% x 200 250 = 10 12	70% x 200 250 = 140 175	90% x 200 250 = 180 225	100% x 200 250 = 200 250	70% x 200 250 = 140 175
(Overnight Accommodations) Lodging Services	80% x 0 = 0	80% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
Restaurant	10% x 0 = 0	50% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
(Entertainment) Amusement/Recreation	10% x 0 = 0	40% x 0 = 0	100% x 0 = 0	80% x 0 = 0	100% x 0 = 0

Table ~~15-6~~ 11-703.06.02.

Illustrative Shared Parking Credit Calculation

EXAMPLE: A mixed-use building in a standard development has 50 2-bedroom residences, 50,000 square feet of general office space, and 50,000 square feet of retail space. Separately, these uses would require 450 parking spaces ((50 ~~res.~~ x 2 sp. / unit) + (50,000 sf. x ~~(1)~~ 1 sp. / ~~(1,000)~~ 300 sf.)) + (50,000 sf. x 1 sp. / ~~(250)~~ 200 sf.) = ~~(450)~~ 517). However, combined, they could share ~~(350)~~ 402 parking spaces.

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
All Others	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0
COLUMN TOTALS	(118) 120	(350) 402	(285) 331	(295) 346	(238) 273

TABLE NOTE:

The largest number, ~~(350)~~ 402, is the number of parking spaces that are required. This example is a 22 percent reduction compared to individual calculations.

- C. **Shared Parking Among Lots Under Different Ownership.** When a shared parking reduction is to be applied to uses on several lots under different ownership, the following shall be provided:
1. A plan that provides for interconnected parking lots;
 2. Recorded easements, accepted as to form by the City Attorney, that provide, at a minimum, for:
 - a. Cross-access among the parking areas and connections to allow parking by the different uses anywhere on the connected properties;
 - b. Allocation of maintenance responsibilities;
 - c. A pedestrian circulation system that connects uses and parking areas, making it easy and convenient for pedestrians to move between uses; and
 - d. A right of enforcement by the City.

~~15-603.07~~ 11-703.06. **Bicycle Parking**

- A. **Applicability.** Bicycle parking shall be required pursuant to this Subsection for:
1. All parcels proposed for development that have parking lots with twenty (20) or more off-street parking spaces; and
 2. All park or recreation areas within neighborhoods.
- B. **Exemptions.** This Subsection does not apply to single-family ~~(detached)~~ attached, ~~(duplex, townhome)~~ single-family detached, and ~~(multiplex)~~ HUD code manufactured housing uses.
- C. **Number of Bicycle Parking Spaces.** One bicycle parking space is required for each twenty (20) required off-street parking spaces; however, not less than three (3) nor more than ten (10) shall be required on any parcel proposed for development.
- D. **Bicycle Parking Design Standards.** Bicycle parking shall be designed so that racks are securely anchored to a hard surface to prevent easy removal. See Figure 15-603.07., *Illustrative Permitted Bicycle Parking Systems*.

Figure ~~15-6~~ 11-703.07.

Illustrative Permitted Bicycle Parking Systems



E. Bicycle Parking Location Standards.

1. The location of bicycle parking facilities shall be at least as convenient to the main entrance of the primary use as the most convenient automobile parking not reserved for disabled users.
2. An aisle at least five (5) feet wide shall be provided behind all required bicycle parking to allow room for bicycle maneuvering and to prevent hazards or obstructions to the normal flow of pedestrians into a use.

Sec. ~~15-6~~ 11-704 ~~Design and~~ Use and Design

~~15-6~~ 11-704.01. Use of Parking and Loading Areas

A. Prohibited Use(s) of Parking Areas.

1. Required off-street parking spaces shall be available for operable passenger vehicles of the residents, customers, clients, patrons, and employees of the use to which they relate.
2. Storing or displaying materials, boats, campers, recreational vehicles, trucks, trailers, or inoperable vehicles, ~~[or parking trucks or trailers]~~ is prohibited in parking areas ~~[, unless:~~
 - a. ~~The outdoor storage or display use is permitted in the applicable zoning district and approved for the subject property, as set out in Subsection 15-415.01., Outdoor Display of Merchandise;~~
 - b. ~~The areas that are set aside for such parking are not counted towards the parking requirements for the use; and~~
 - c. ~~The areas that are set aside for such parking comply with the requirements for outdoor storage and display, as set out in Subsection 15-603.02., Required Parking and Loading (e.g., buffering or screening, location, size of area, etc.).~~
3. The storage of trailers in loading spaces for a period in excess of forty-eight (48) hours is prohibited. Such spaces shall be available for routine use by delivery vehicles.
4. Trash enclosures, dumpsters, recycling or donation bins, and transformers shall not be located in required parking areas or in locations that interfere with the circulation or use of parking spaces.
5. No vehicle work of any kind or nature is permitted ~~[within off-street parking lots or parking garages]~~ in parking facilities.

Commented [AT17]: Subsection 15-415.01. does not authorize outdoor storage or display in parking lots.

Commented [AT18]: Subsection 15-603.02. does not address any of these issues.

6. The hosting of events and sale of goods in a parking ~~(lot)~~ facility is prohibited, except when the applicable requirements for temporary sales are met, as set out in **Section 15-305, Temporary Uses.**

B. Blocking Access Prohibited.

1. Blocking loading or parking spaces is prohibited.
2. Loading or parking spaces shall not be designed or located in a manner that blocks access to other loading spaces, parking spaces, drive aisles, fire lanes, ingress or egress points, or building entrances. However, tandem parking spaces may be used in valet lots.
3. Parking within a driveway approach or across public sidewalks is prohibited.

~~15-6~~11-704.02. Space and Module Standards

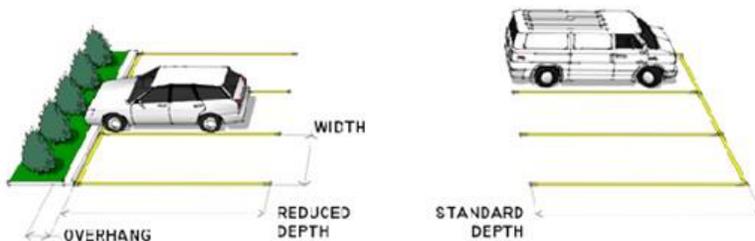
A. **Dimensions of ~~Standard~~ Parking Spaces.** Parking spaces shall have the following dimensions.

1. ~~{Minimum-}~~ **Standard depth parking spaces shall be nine (9⁽⁴⁾) feet in width ~~(x)~~ and eighteen (18⁽⁴⁾) feet ~~{standard}~~ in depth.**
2. ~~{Spaces designated for the handicapped shall have a minimum width of 12 feet. Each handicapped space shall provide a barrier free route to an accessible building entrance, which shall not require users to walk or wheel behind parked cars (see Subsection 15-603.02., Required Parking and Loading)}.~~
3. ~~{Parking}~~ **Reduced depth parking spaces that ~~are 90 degree that~~ abut a ~~curb or the edge of pavement~~ landscape island (allowing for a minimum two (2) foot overhang) ~~{, shall be nine (9⁽⁴⁾) feet in width (x), but may be reduced to sixteen (16⁽⁴⁾) feet ~~reduced~~ in depth, provided there is a ~~six foot wide sidewalk or a~~ minimum five (5) foot planting area. See **Figure 15-604.02.01, Illustrative Parking Space Dimensions.**~~**
4. Parallel ~~{(0 degree)}~~ parking spaces ~~{, shall be eight (8⁽⁴⁾) feet in width (x) and twenty (20⁽⁴⁾) feet ~~standard depth~~ in length.~~
5. **Spaces designated as accessible shall be striped in accordance with ADA regulations. Each accessible space shall provide a barrier free route to an accessible building entrance; where possible, it is preferable that the accessible route not pass behind parked cars.**

Commented [AT19]: Reorganized. Also, Subsection 15-603.02. does not address striping or accessible routes.

Figure ~~15-6~~11-704.02.01.

Illustrative Parking Space Dimensions



B. Parking Space Markings.

1. All parking spaces that are located in parking ~~(lots)~~ facilities or provided on a street shall be clearly marked. All handicap accessible spaces shall be designed with an upright sign exhibiting the universal symbol for accessibility by the handicapped. All such spaces shall be designed in compliance with the standards of the Americans with Disabilities Act.
2. Parking spaces for residential uses that are located in private garages, carports, or individual driveways do not have to be marked. An area on a private residential lot is considered a parking space if:
 - a. The area is at least **nine (9) feet in width** ~~and~~ **and twenty (20) feet in depth**;
 - b. The area does not encroach upon a public sidewalk;
 - c. The area has an **all-weather surface** ~~(four inches of concrete or a similar impermeable surface)~~; and
 - d. The area is accessible from the street. See **Figure 15-604.02.02**, *Private Residential Parking Spaces*.

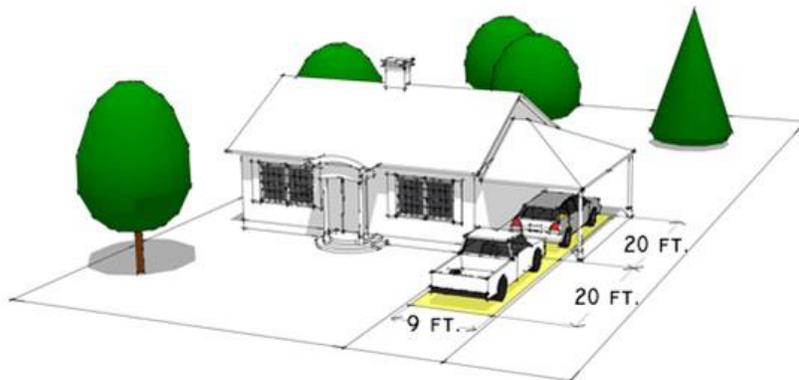
Commented [AT20]: All-weather surface is defined elsewhere in code.

C. Traffic Control Devices. All traffic control devices (signs, marking, and signals) shall conform to the *Manual on Uniform Traffic Control Devices*, latest edition, published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. Parking facilities shall be designed to provide visibility of and between pedestrians and vehicles when circulating within or entering or leaving the facility; and shall not create blind, hidden, or hazardous areas.

D. Vertical Clearance. A vertical clearance of not less than eight (8) feet shall be provided over all parking spaces. Additional clearance shall be provided for larger vans, sports utility vehicles, and light trucks that require such clearance if parking demand from such vehicles is anticipated. All parking garage entrances shall include an overhead bar to alert oversized vehicles regarding clearance.

Figure 15-6) 11-704.02.02.

Private Residential Parking Spaces



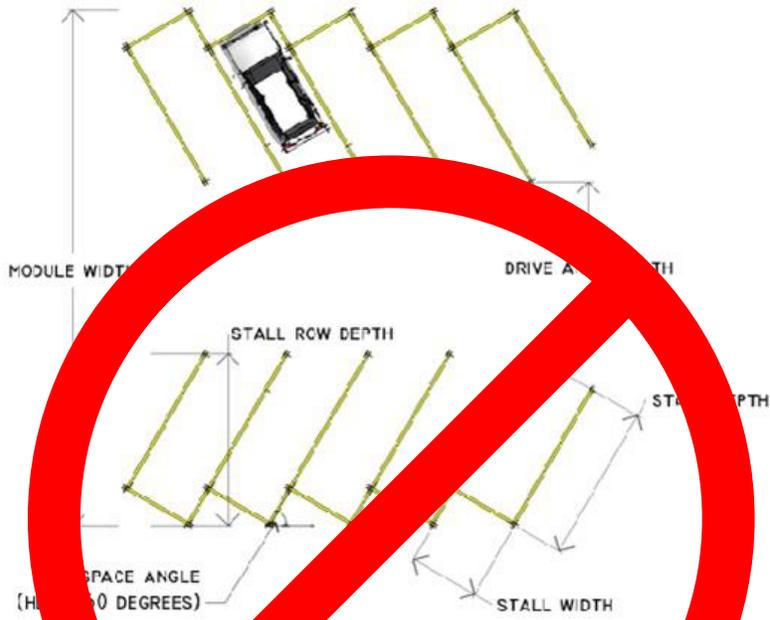
E. **Parking Module Dimensions.** Parking modules shall be dimensioned as shown in **Table 15-604.02.**, *Parking Module Dimensions* and illustrated in **Figure 15-604.02.03**, *Parking Module Standards*.

Table 15-604.02.				
Parking Module Dimensions				
Measurement	Parking Space Angle (Degrees)			
	0-/Parallel Parking	45	60	90
One Stall Row, One-Way Aisle				
Stall Row Depth	8 ft.	[20 ft. 7 in.]	21 ft. 11 in.	18 ft.
Drive Aisle Width	13 ft. 2 in.	13 ft. 10 in.	15 ft. 6 in.	24 ft.
Minimum Module Width (row & aisle)	21 ft. 2 in.	34 ft. 5 in.	34 ft. 5 in.	42 ft.
Two Stall Rows, One-Way Aisle				
Stall Row Depth	16 ft.	41 ft. 1 in.	43 ft. 8 in.	36 ft.
Drive Aisle Width	13 ft. 2 in.	13 ft. 10 in.	15 ft. 6 in.	24 ft.
Minimum Module Width (row & aisle)	29 ft. 2 in.	54 ft. 11 in.	59 ft. 2 in.	60 ft.
One Stall Row, Two-Way Aisle				
Stall Row Depth	8 ft.	20 ft. 7 in.	21 ft. 11 in.	18 ft.
Drive Aisle Width	23 ft. 3 in.	20 ft.	22 ft.	24 ft.
Minimum Module Width (row & aisle)	31 ft. 3 in.	40 ft. 7 in.	43 ft. 11 in.	42 ft.
Two Stall Rows, Two-Way Aisle				
Stall Row Depth	16 ft.	41 ft. 1 in.	43 ft. 8 in.	36 ft.
Drive Aisle Width	23 ft. 3 in.	20 ft.	22 ft.	24 ft.
Minimum Module Width (row & aisle)	39 ft. 3 in.	61 ft. 1 in.	65 ft. 8 in.	60 ft.

Figure 15-604.02..03

Parking Module Standards

Illustrative dimensions for two stall row parking module (below)



Illustrative dimensions for one stall row parking module (below)

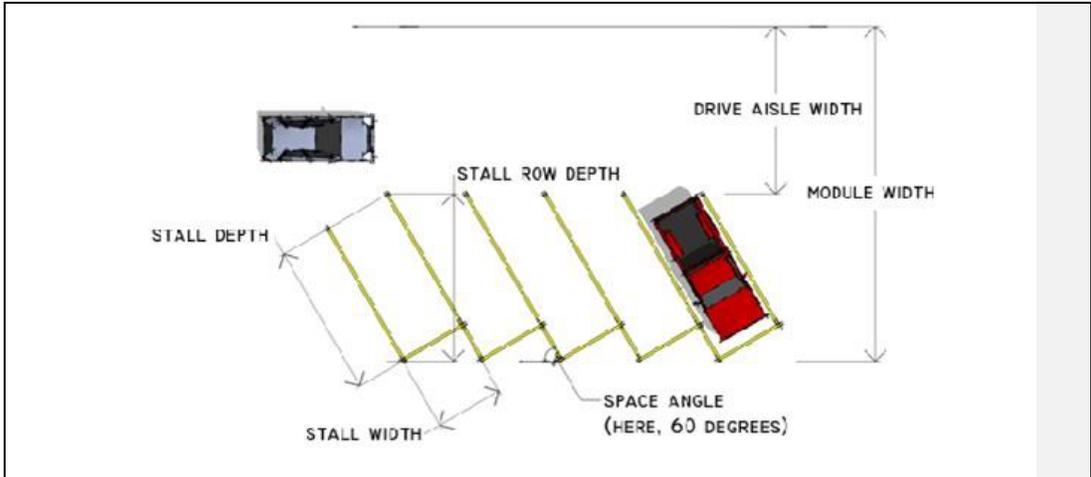


Table 11-704.02.

Parking Module Dimensions

Measurement		Parking Angle (θ)					
		Two-way Aisle			One-way Aisle		
		90°	60°	45°	60°	45°	
Stall Projection (SP)		18 ft. 0 in.	15 ft. 7 in.	12 ft. 9 in.	15 feet 7 in.	12 ft. 9 in.	
Aisle Width (A)		24 ft. 0 in.	25 ft. 10 in.	29 ft. 8 in.	20 ft. 4 in.	21 ft. 6 in.	
Base Module (M1)		42 ft. 0 in.	39 ft. 0 in.	37 ft. 7 in.	32 ft. 6 in.	29 ft. 5 in.	
Double Loaded Module (M2)		60 ft. 0 in.	57 ft. 0 in.	55 ft. 2 in.	51 ft. 6 in.	47 ft. 0 in.	
Wall to Interlock (M3)		60 ft. 0 in.	55 ft. 10 in.	52 ft. 2 in.	49 ft. 4 in.	44 ft. 0 in.	
Interlock to Interlock (M4)		60 ft. 0 in.	53 ft. 8 in.	49 ft. 2 in.	47 ft. 2 in.	41 ft. 0 in.	
Overhang (o)		2 ft. 6 in.	2 ft. 2 in.	1 ft. 9 in.	2 ft. 2 in.	1 ft. 9 in.	
Stall Width	8 ft. 6 in.	Width Projection (WP)	8 ft. 6 in.	9 ft. 10 in.	12 ft. 0 in.	9 ft. 10 in.	12 ft. 0 in.

Table 11-704.02.

Parking Module Dimensions

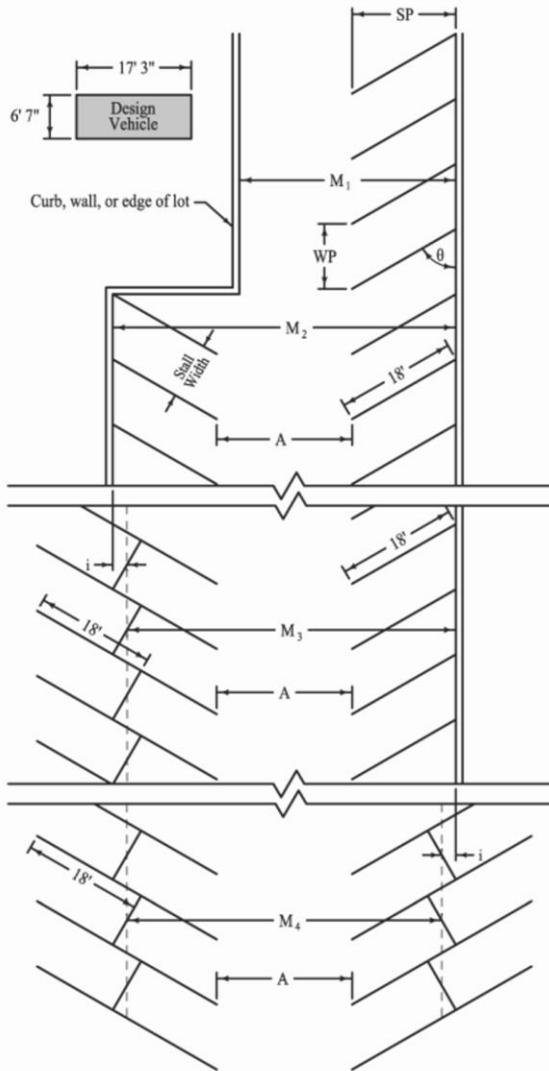
Measurement			Parking Angle (θ)				
			Two-way Aisle			One-way Aisle	
			90°	60°	45°	60°	45°
		<u>Interlock (i)</u>	<u>0 ft. 0 in.</u>	<u>2 ft. 2 in.</u>	<u>3 ft. 0 in.</u>	<u>2 ft. 2 in.</u>	<u>3 ft. 0 in.</u>
	<u>9 ft. 0 in.</u>	<u>Width Projection (WP)</u>	<u>9 ft. 0 in.</u>	<u>10 ft. 5 in.</u>	<u>12 ft. 9 in.</u>	<u>10 ft. 5 in.</u>	<u>12 ft. 9 in.</u>
		<u>Interlock (i)</u>	<u>0 ft. 0 in.</u>	<u>2 ft. 3 in.</u>	<u>3 ft. 2 in.</u>	<u>2 ft. 3 in.</u>	<u>3 ft. 2 in.</u>

Notes: For additional parking angles, refer to *The Dimensions of Parking*, Urban Land Institute (ULI), National Parking Association (NPA)

Source: Adapted from *The Dimensions of Parking*, ULI, NPA

Figure 11-704.02.03.

Parking Module Standards



~~[15-6]~~11-704.03. Location

- A. **On-Site, Off-Street Parking.** On-site, off-street parking shall be set back behind any required bufferyard as set out in [Section 15-610, Landscaping and Buffering](#). Parking spaces, [drive-aisles](#), and ~~turning~~ areas [necessary for vehicular maneuvering](#) shall not encroach upon or overhang any street ~~driveway~~, street easement, or public right-of-way.
- B. **Off-Site, Off-Street Parking.** Parking ~~or overflow parking~~ may ~~only~~ be ~~allowed~~ [satisfied off-site and off-street](#) if the ~~site~~ [parking facility](#) is within [three hundred \(300\) feet](#) of the principle structure, [does not serve any other use except in conformance with Subsection 15-603.06, Shared Parking](#), and within a district that permits the Off-Street Parking use type, as set out in [Section 15-200, Zoning Districts](#).

[Exception: One-family, two-family, townhouses, and HUD code manufactured housing shall provide parking on-site and off-street.](#)

- ~~C. **Residential Parking.** In residential districts:~~
- ~~1. Off street parking for residential uses shall be located on the same lot or site as the use;~~
 - ~~2. Off street parking areas for any multi-family residential uses shall be at least six feet from any main building; and shall not be located within a required front yard or street side yard; and~~
 - ~~3. For multi-family residential uses, separately leased, detached garages may not be used to satisfy parking requirements for such uses. Parking incorporated into the design of multi-family buildings, or within parking structures, shall be counted toward fulfillment of parking requirements.~~

~~[15-6]~~11-704.04. Loading

- A. **Generally.** ~~All uses shall provide off-street parking as required by Subsection 15-603.02., Required Parking and Loading.~~ Loading spaces shall be provided and designed as laid out in this Subsection. Off-street loading areas are subject to the landscaping and buffering requirements for parking facilities set forth in [Section 15-610, Landscaping and Buffering](#).
- B. **Dimensions of Loading Spaces.** Each required loading space for an industrial use must be at least [twelve \(12\) feet](#) ~~wide~~ [in width](#) and [thirty-five \(35\) feet](#) in length. All other required loading spaces must be at least [twelve \(12\) feet](#) ~~wide~~ [in width](#) and [eighteen \(18\) feet](#) in length. All required loading spaces must be designated by signs as loading spaces. Larger loading spaces may be required where the size of the design vehicle exceeds these specifications.
- C. **Vertical Clearance.** Vertical clearance for loading spaces shall be at least [fourteen \(14\) feet](#) in height.
- D. **Number of Loading Spaces.** In any district with every building or part thereof hereafter erected, [altered, or modified](#), having a gross floor area of [ten thousand \(10,000\) square feet](#) or more, which is to be occupied by ~~manufacturing, storage, warehouse, goods, display, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning, or other uses similarly~~ [uses](#) requiring the receipt [of material or merchandise](#) or distribution [of the same](#), by vehicles ~~of material or merchandise~~, there shall be provided and maintained on the same lot with such building, at least one [\(1\)](#) off-street loading space, plus one [\(1\)](#) additional such loading space for each [sixty thousand \(60,000\) square feet](#), or major fraction thereof, of gross floor area, so used, in excess of [forty thousand \(40,000\) square feet](#) (see [Table 15-604.04., Required Loading Spaces](#)).

Commented [AT21]: I'm not sure what this is trying to say?

Commented [AT22]: Redunant.

Table ~~(15-6)~~11-704.04.

Required Loading Spaces

Building Floor Area (square feet)	Minimum Loading Spaces
10,000 to 40,000	1
Over 40,000 to 100,000	2
Over 100,000 to 160,000	3
Over 160,000 to 240,000	4
Over 240,000 to 320,000	5
Over 320,000 to 400,000	6
Over 400,000 to 490,000	7
Over 490,000 to 580,000	8
Over 580,000 to 670,000	9
Over 670,000 to 760,000	10
Over 760,000 to 950,000	11
Over 950,000	Add one <u>(1)</u> additional loading space for each additional Building Floor Area of 90,000 square feet or fraction thereof.

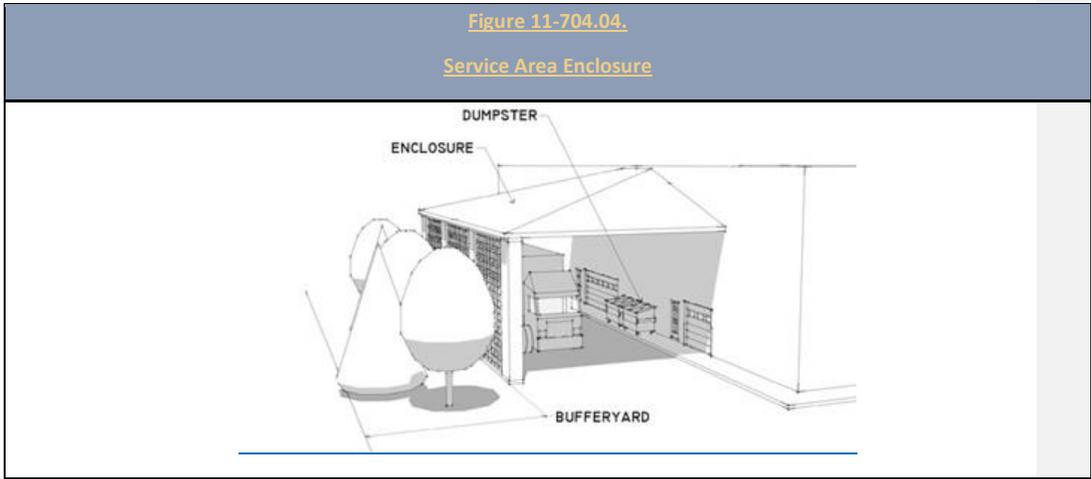
- E. **Use of Right-of-Way.** Where off-street loading areas are required, at no time shall any part of a truck or van be allowed to extend into a public right-of-way while being loaded or unloaded.
- F. **Maneuvering Space.** Adequate off-street truck maneuvering space shall be provided ~~on lot (and not within any public street right of way or other public property), so that trucks can maneuver to the decking area~~ on-site and off-street.
- G. **Location.** All loading areas shall be located on the same lot as the ~~building or lot~~ use served by the loading area. ~~Semi trailer loading spaces and loading docks shall be located behind buildings and completely screened from view from adjacent properties and public rights of way by walls, enclosures, berms, or landscaping. Loading areas shall be located such that no part of a truck interferes with parking access while it is loading or unloading.~~
- H. **Loading and Truck Access.** Except as provided in Subsections I. or J. below, loading and truck access facilities shall be:
 1. Located behind a principal building; and
 2. In an area screened from view of public rights-of-way by building walls, fences, or landscaping (including earthen berms).
- I. **Service Areas Adjacent to District Boundaries.**
 1. Generally, if loading and truck access are located between a principal building and property that is used or zoned for residential purposes, or between a principal building and a right-of-way (e.g., on a through lot), then the following additional standards apply:

Commented [AT23]: Relocated from 15-415.05.

- a. The loading and truck access area is screened by a bufferyard that is one (1) level higher than that set out for the applicable district set out in [Section 15-616, Bufferyards](#); or
 - b. The loading and truck access area is enclosed as indicated in [Figure 15-415.05., Service Area Enclosure](#). If this option is used, the bufferyard along the length of the enclosure may be reduced by one (1) level from that which is set out for the applicable district in [Subsection 15-616.02., District Bufferyard Standards](#).
2. Notwithstanding subsection I.1., above, loading and truck access that is within fifty (50) feet of property that is used or zoned for residential purposes shall be enclosed as illustrated in [Figure 15-415.05., Service Area Enclosure](#), and shall be landscaped along the length of the enclosure pursuant to the bufferyard requirement set out in [Subsection 15-616.02., District Bufferyard Standards](#).
- J. Front Loading in LI and GI Districts. In the LI and GI districts, truck loading may be in the front yard of the building if it is demonstrated that:
- 1. The frontage is not an arterial street or highway; and
 - 2. The property on the other side of the street is also zoned LI or GI.

Commented [AT24]: For whatever it's worth, I don't think this is appropriate for Fremont.

Commented [AT25]: For whatever it's worth, I don't think this is appropriate for Fremont.



- K. **Fire Exit or Emergency Access.** Off-street loading facilities shall be designed so as not to interfere with any fire exits or emergency access facilities; ~~to either a building or site.~~

Commented [AT26]: Is there another kind?

[15-6]11-704.05. Vehicle Stacking

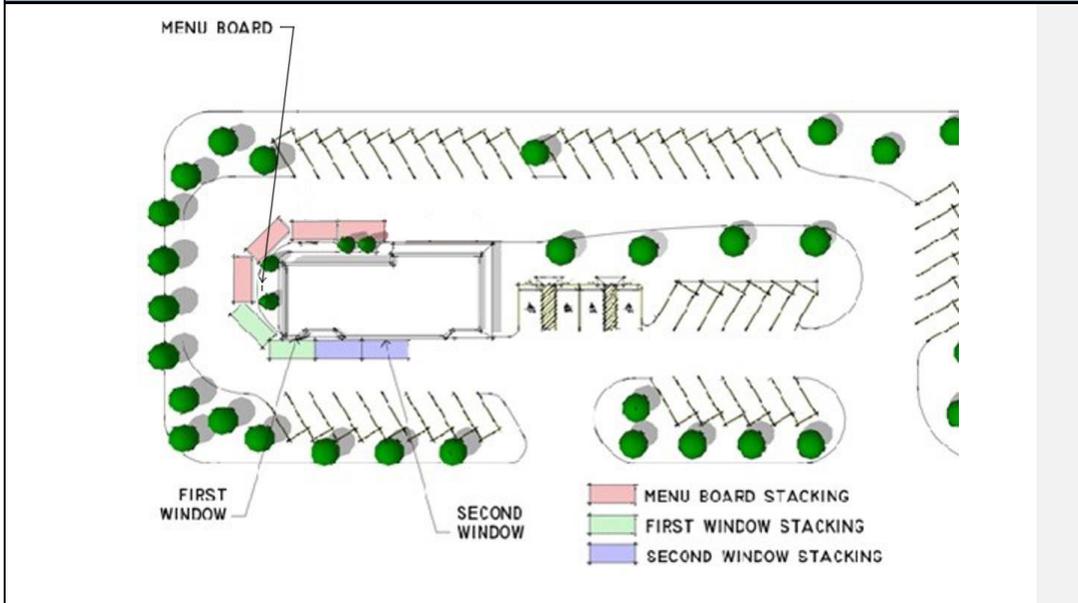
- A. **Generally.** Stacking spaces are used to measure the capacity of a drive-through lane to hold cars while transactions are taking place at drive-through stations. Stacking spaces measure eight **(8)** feet ~~[wide]in width [by]and~~ **eighteen (18)** feet ~~[long]in length~~ and provide direct access to a service ~~[window]station~~. The position in front of a ~~[drive-through]service~~ station (e.g., a service window, ATM, or station at a drive-through bank) is counted as a stacking space.

B. **Requirements.** Uses that include drive-through service shall not have fewer than the following numbers of stacking spaces:

1. *Financial institutions, ~~convenience stores~~retail sales, or ~~pharmacies~~retail service establishments: A minimum of ~~Four~~three (3) stacking spaces per ~~drive-through~~service station, including the position at the service station.*
2. ~~(Drive-through restaurants)~~Restaurant (with drive-through):
 - a. If two (2) service windows are provided (one (1) for payments and one (1) for pick-up):
 1. A minimum of four (4) stacking spaces to each menu board (including the position at the menu board); and
 2. ~~Four~~A minimum of two (2) stacking spaces between the menu board and the first window (including the position at the first window but not including the position at the menu board); and
 3. Two (2) spaces between the first window and the second window (including the position at the second window but not including the position at the first window). See  15-604.05., Illustrative Stacking Requirements.
 - b. If one (1) service window is provided (for both payments and pick up):
 1. ~~Six~~A minimum of four (4) stacking spaces to each menu board (including the position at the menu board); and
 2. ~~Five~~A minimum of two (2) stacking spaces between the menu board and the service window (including the position at the service window but not including the position at the menu board); ~~and~~
 3. ~~Two spaces between the first window and the second window (including the position at the second window). See Figure 15-604.05., Illustrative Stacking Requirements.~~

Figure ~~15-6~~ 11-704.05.

Illustrative Stacking Requirements



- c. In buildings with less than three hundred (300) square feet of gross floor area and no separate menu board (e.g., coffee stands, photo processing): Three (3) stacking spaces per service window, including the position at the window.
 - d. Stacking lanes shall be designed with unobstructed access to an abutting bypass/escape lane no less than eight (8) feet in width.
 3. ~~[Drive-through only uses: In buildings with less than 300 square feet of gross floor area and no separate menu board (e.g., coffee stands, photo processing): Three stacking spaces per service window.]~~
 4. Laundromat or Dry Cleaners: Two (2) stacking spaces, including the position at the window.
 5. ~~[Fueling Stations]~~ Automobile Service Station: Two (2) stacking spaces per fuel pump, including the position at the pump; three (3) stacking spaces per service/wash bay, including the service/wash bay; and two (2) stacking spaces per service station (i.e. vacuum station), including the service station for all other automobile related services.
 6. ~~[Automobile Washes: Three stacking spaces per wash bay, two stacking spaces per vacuum station, and a minimum area to accommodate all waiting vehicles on-site.~~
 7. ~~Pharmacies: Two (2) stacking spaces per drive-through station.]~~
- C. Design.

1. Stacking lanes shall be clearly marked and shall not interfere with either on-site or off-site traffic circulation.
2. Stacking areas shall not be located in ~~[the front or]~~ street ~~[side]~~ yards or where parking stalls are otherwise prohibited.
3. ~~[Stacking lanes shall be designed with an abutting eight foot wide bypass lane.]~~

~~[15-6]~~ **11-704.06. Surfacing and Maintenance**

A. **Surfacing.** Off-street parking ~~[areas]~~ facilities shall not be located in required bufferyards, shall be designed and built to prevent the free flow of water onto adjacent properties, and shall be surfaced as follows:

1. In general, off-street parking ~~[areas that are required to have more than three parking spaces]~~ facilities shall be graded and surfaced with an all-weather material, approved by the Director ~~[of Public Works that will protect against potholes, erosion, and dust]~~, such as concrete, asphalt ~~[,]~~ or asphaltic concrete, ~~[or pervious paver]~~ permeable paving, driveway pavers, or pavers. ~~[Off-street parking facilities shall be designed and built to prevent the free flow of water onto adjacent properties.]~~
2. For agricultural ~~[and]~~, industrial, utility, transportation, and communication uses, areas that are used for outdoor storage of materials, supplies, and equipment ~~[or integral to the activities and operations of the use]~~ may ~~[be]~~ consist of crushed stone, rock, or gravel, or ~~[another]~~ other materials approved by the Director ~~[of Public Works]~~. Areas that are required to be surfaced with an all-weather material include:
 - a. ~~[Drive aprons from the abutting street(s) to the front or street side building line]~~ Parking facilities and all associated off-street maneuvering and circulation;
 - b. ~~[Required]~~ Loading areas and all associated off-street maneuvering and circulation; and
 - c. An apron, twenty-five (25) feet in length measured from the required edge of parking and loading areas into the outdoor storage ~~[and operations]~~ area.
3. For temporary uses or overflow parking needs, the Director may permit ~~[less durable surfaces]~~ construction of parking facilities using alternative materials (such as grass pavers, crushed rock, stone, or gravel) ~~[for off-street parking facilities that serve low turnover uses or overflow parking needs]~~, provided that:
 - a. The perimeter of such parking ~~[areas]~~ facility is defined by curbs, ~~[stones]~~ bollards, or other similar device(s), to control vehicular traffic; and
 - b. ~~[Surfaces with loose materials are set back at least 25 feet from a public street; and]~~ The use of such facility shall be limited to temporary uses and overflow parking needs for periods not to exceed thirty (30) days in any given year.
 - c. ~~[The material does not generate inordinate amounts of dust, in accordance with Subsection 15-523.03., Air Quality.]~~

Commented [AT27]: Drive approaches/aprons are described in greater detail in the next Section.

Commented [AT28]: Redundant.

B. **Maintenance.** Off-street parking surfaces and traffic control devices shall be kept in good condition and parking space lines or markings on hard-surfaced lots shall be kept clearly visible and distinct. Acceptable maintenance includes keeping the facility free of refuse, debris, and litter; maintaining parking surfaces in sound condition; and providing proper care of landscaped and buffer areas.

Sec. ~~[15-6]~~11-705 Access Management and Circulation

~~[15-6]~~11-705.01. ~~[Single-Family and Two-Family Lots]~~

- A. ~~Existing Lots.~~ Existing access to single-family detached and two-family lots from arterial streets is prohibited. However, the existing access shall be moved from an arterial or collector street to a local street if:
- ~~1. The lot has reasonable access to a local street; and~~
 - ~~2. The principal building is substantially improved, redeveloped, or a new principal building is constructed.~~
- B. ~~New Lots.~~ New single-family detached, two-family, or single-family attached dwelling units shall not take access to arterial streets and may only take access to collector streets if fewer than 20 percent of the lots along a block face take access or the lots have more than 200 feet of frontage and the driveway is designed to prevent vehicles from backing onto a collector street.
- C. ~~Driveway Widths.~~ Driveways that provide access to single-family detached, two-family, or single-family attached dwelling units shall be not less than 10 feet wide and not more than 25 feet wide at the property line. Driveway width shall be maintained between the property line and the garage or carport opening, except that it may be expanded for additional parking or where a turnaround is required to avoid backing onto a collector street.

~~15-605.02.]~~ General Access Standards

- A. **Purpose.** The purpose of this Subsection is to promote safe transportation facilities, improved mobility and access and increased business and/or land value in the City. Access management reduces the potential for accidents and improves travel conditions by minimizing conflicts between through and turning vehicles. Research has shown that accident rates increase consistently with an increase in the density of access points, while accident rates decrease with the implementation of access management standards. Accordingly, access to collector and arterial streets shall be managed according to the standards of this Subsection.
- B. **Generally.**
- ~~[Parcels]~~**Lots or tracts** proposed for development ~~[with]~~**for** uses other than single-family ~~[detached, two-family]~~**attached**, or single-family ~~[attached]~~**detached** dwelling units shall comply with the following access management standards:
 - ~~[Parcels]~~**Lots or tracts** that front on arterials and collectors shall provide cross-access to each other unless cross-access is infeasible.
 - Where connections to abutting parcels are possible, but not currently provided:
 - The ~~[parcel]~~**lot or tract** proposed for development shall include a stub-out at a location that allows for a reasonable connection to the abutting parcel (e.g., one that allows for reasonable development of both parcels) in the future; and
 - The applicant shall record a cross-access easement in a form acceptable to the City Attorney to allow for future connection of the stub-out to a comparable use on the abutting parcel.
 - Access shall be spaced according to the standards of **Subsection** 15-605.03., *Spacing and Corner Clearance*. Temporary access (or a continuation of current access) may be provided

to parcels which cannot comply with this requirement, provided that reasonable access is unavailable through improved cross access easements or consolidation of abutting lots.

d. Access shall be designed so that vehicles do not back into traffic.

2. Access to single-family attached or single-family detached lots from arterial streets is prohibited, unless otherwise approved by the City Engineer, for good cause.

Commented [AT29]: Relocated from 15-605.01.

C. **Degree of Compliance.** If the width of a lot or other constraint prevents an individual access from being compliant with **Subsection 15-605.03., Spacing and Corner Clearance**, then common access shall be provided via joint access and/or cross access easements. Even if common access does not achieve compliance, it shall be utilized if it creates spacing of greater width or safety between access points than would be provided in the absence of common access.

D. **Driveway Widths.**

1. Driveways for all uses other than single-family ~~detached, two-family~~ attached, or single-family ~~attached~~ detached dwelling units shall be ~~at least~~ not less than twelve ~~(25)~~ 12 feet ~~wide,~~ in width ~~but~~ and not more than forty-two ~~(45)~~ 42 feet ~~wide,~~ in width (at the property line), and configured to direct traffic safely into and out of the ~~parcel~~ lot or tract proposed for development. Such configuration may require median separation between ingress lanes and egress lanes.

Commented [AT30]: Ref. Table 15-605.04.02.

2. Driveways that provide access to single-family attached, or single-family detached dwelling units shall be not less than twelve (12) feet in width and not more than thirty-six (36) feet in width at the property line. Driveway width shall be maintained between the property line and the garage or carport opening, except that it may be expanded for additional parking or where a turnaround is required to avoid backing onto a collector street.

Commented [AT31]: Ref. Table 15-605.04.01.

E. **Alternative Access for Corner Lots.** Lots that abut intersections of arterial streets and local streets shall take access from the local street if the access meets the corner clearance requirements of **Subsection 15-605.03., Spacing and Corner Clearance** and if the access does not interfere with or impact a residential use or district.

F. Materials.

Commented [AT32]: Build.

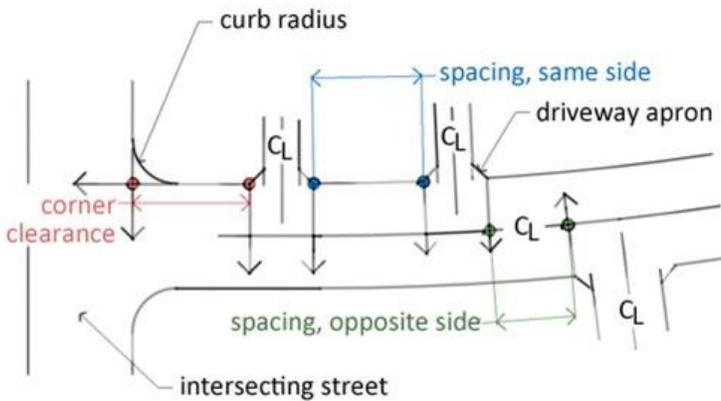
~~15-605-03~~ 11-705.02. Spacing and Corner Clearance

A. **Generally.** Access points include streets, marginal access roads, alleys, and driveways ~~and marginal access roads~~. Spacing of access points shall be provided as set out in this Subsection.

B. **Measurements.** Generally, the requirements of this Subsection are measured along the edge of the travel way, from the closest edge of pavement of the first access connection to the closest edge of pavement of the second access connection, including curb returns. This type of spacing is shown in **Figure 15-605.03.01, Illustrative Access Spacing and Corner Clearance Measurements**, as "spacing, same side." However, access spacing on opposite sides of the street are measured at the centerline ~~of the access points~~ of the roadway. This type of spacing is shown as "spacing, opposite side."

Figure ~~15-6~~ 11-705.03.01.

Illustrative Access Spacing and Corner Clearance Measurements



- C. **Access Spacing, Same Side of the Street.** The minimum access spacing for access points on the same side of the street is set out in [Table 15-605.03.01, Access Spacing, Same Side of the Street](#), unless otherwise approved by the City Engineer, for good cause.

Table ~~15-6~~ 11-705.03.01.

Access Spacing, Same Side of the Street

Street Classification	Local	Collector	Arterial				
			< 30	< 35	< 40	< 45	< 50
Posted Speed Limit	any	any	< 30	< 35	< 40	< 45	< 50
Access Serves Residential Land Use	{20} 10'	{40} 10'	{200} N/A	{250} N/A	{300} N/A	{360} N/A	{425} N/A
Access Serves Nonresidential or Mixed Use	{40} 30'	{200} 100'	200'	250'	300'	360'	425'
Access Serves Industrial Land Use	40'	200'	200'	250'	300'	360'	425'

- D. **Access Spacing, Opposite Sides of the Street.** In order to prevent conflicting left-turn movements, connections on opposite sides of arterial and collector streets shall be directly opposite each other or offset by a distance of at least one hundred twenty-five (125) feet, unless ~~{a median or diverter prevents the potential conflicts}~~ otherwise approved by the City Engineer, for good cause. See [Subsection 15-513.07., Geometrics \(Intersections, Jogs, Offsets, and Reverse Curves\).](#)
- E. **Corner Clearance.**

1. The minimum corner clearance for access points is set out in **Table 15-605.03.02, Minimum Corner Clearance, unless otherwise approved by the City Engineer, for good cause.** The means for using the table is illustrated in **Figure 15-605.03.02, Illustrative Minimum Corner Clearance.**
2. The distances that are set out in the table are minimums. Since site and intersection design must be considered on an individual basis, greater clearance lengths may be required by the ~~Director of Public Works~~ **City Engineer** if necessary to protect public safety.
3. Shared access may be used to meet the requirements of this Subsection. If the dimensions of an existing lot and the absence of a reasonable opportunity for shared access make compliance with this Subsection impractical, then right-in, right-out access may be permitted at the farthest available point away from the intersection. For example, a fueling station that cannot establish shared access with neighboring properties may be permitted to have two **(2)** right-in, right-out access points (one **(1)** on each frontage), provided that they are located as far away from the intersection as possible.

Table ~~15-6~~ 11-705.03.02.

Minimum Corner Clearance

Intersecting Street Classification		Minimum Corner Clearance for Access Points on:	
Street A	Street B	Street A	Street B
Residential Driveways			
Local	Local	40 15'	40 15'
Local	Collector	40 15'	50 20' ⁽⁴⁾
<u>Local</u>	<u>Arterial</u>	20'	50' ¹
Collector	Collector	50 20' ⁽⁴⁾	50 20' ⁽⁴⁾
<u>Collector</u>	<u>Arterial</u>	30'	75' ^{1, 2}
Arterial	Local	125' ²	75'
Arterial	Collector	125' ²	75' ²
Arterial	Arterial	125' ^{1, 2}	125' ^{1, 2}
Commercial and Industrial Driveways			
Local	Local	50 20'	50 20'
Local	Collector	50 20'	50 30'
<u>Local</u>	<u>Arterial</u>	30'	50'
Collector	Collector	75 30'	75 30'
<u>Collector</u>	<u>Arterial</u>	40'	75'
Arterial	Local	125' ²	75'

Table ~~15-6~~ 11-705.03.02.

Minimum Corner Clearance

Intersecting Street Classification		Minimum Corner Clearance for Access Points on:	
Street A	Street B	Street A	Street B
Arterial	Collector	125' ²	75'
Arterial	Arterial	125' ^(#)	125' ^(#)

TABLE NOTES:

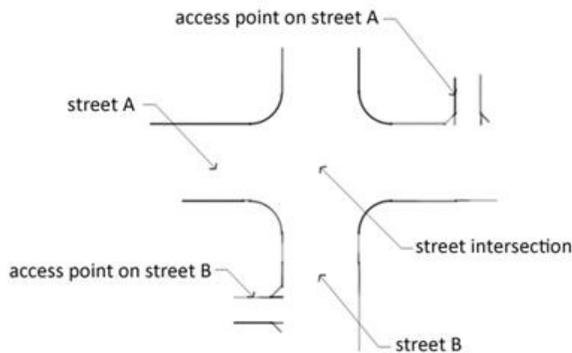
¹ Note that single-family ~~detached~~ attached and ~~two-family~~ single-family detached driveways are generally not allowed on this street classification. This standard applies to access to other types of residential development.

² An area for stacking vehicles at ingress points to multi-family development may be required by the ~~Director of Public Works~~ City Engineer to prevent disruption of traffic flow on the arterial street.

^(#) A variance is required for corner lots with arterial street frontage where the required corner clearance cannot be met as a result of the lot width or depth.

Figure ~~15-6~~ 11-705.03.02.

Illustrative Minimum Corner Clearance



~~15-605-04~~ 11-705.03. Access Dimensions

- A. **General.** The dimensions of access points are based on the peak hour trip generation volume of the uses to which access is to be provided. Peak hour trips may be allocated to one (1) or more proposed access points. A qualified engineer shall provide the calculations for peak hour trip generation and assignment to proposed access points. However, the low impact uses described in Subsections B. and C., below, are not required to provide calculations by an engineer with respect to trip generation and assignment.

B. **Single-Family Attached, Single-Family Detached, and ~~Two-Family Lots~~ HUD Code Manufactured Housing Uses.** Each lot or tract that contains a single-family attached, single-family detached, or ~~two-family~~ HUD code manufactured housing use shall have no more than two (2) driveway connections along any street frontage. Driveway width shall not exceed that set out in Table 15-605.04.01, Maximum Width of Access, ~~provided that the Director may allow a greater width if it does not conflict with other requirements of this Ordinance~~ Radius returns for single-family attached, single-family detached, and HUD code manufacturing housing uses shall be five (5) feet, unless otherwise approved by the City Engineer, for good cause.

Table 15-6 11-705.04.01. Maximum Width of Access		
Use Classification	Standard	Maximum Access Width (ft.)
Dwelling, Single-Family Attached (duplexes, townhouses)	Duplex, one-car garages (maximum width)	24
	Duplex, two-car garages (maximum width)	48 ¹
	Townhouse, one-car garages (maximum width)	24
	Townhouse, two-car garages (maximum width)	48 ¹
	Townhouse, rear-entry ²	24
Dwelling, Single-Family Residential Detached, and HUD Code Manufactured Housing	No garage (maximum width)	12
	One-car garage (maximum width)	12 24
	Two-car garage (maximum width)	22 36
	Three-car garage (maximum width)	32 36
Twin Home and Duplex	Two, one-car garages (maximum width)	24
	Two, two-car garages (maximum width)	27
TABLE NOTES:		
¹ Maximum access width shall not be construed to be in violation of Section 15-605.01.D 15-605.01.D.		
² Townhouses with rear-entry garages shall only be served by an alley; the maximum access width is the maximum access width of the alley.		

C. **Low Volume Presumption.** The following uses are presumed to require only a single, low volume access point, as described in Table 15-605.04.02, Access Standards, General, or, if located within the Downtown Commercial (DC) district, Table 15-605.04.03, Access Standards, Downtown Commercial (DC) District. Uses that are presumed to be of low impact pursuant to this Subsection shall not require additional analysis ~~for~~ so long as the conditions of this Subsection are met:

1. All residential development (i.e. multi-family) of less than thirty (30) units which is not of a type that is subject to Subsection B, above.
2. All nonresidential development, except ~~light~~ automobile service ~~gasoline~~ stations, in which less than five thousand (5,000) square feet of gross floor area is served by the access point.

D. Standard Dimensional Requirements.

1. ~~[In all districts except the Downtown Commercial (DC) district]~~ For all other uses not subject to Subsection B., above, the access standards of ~~Table~~ 15-605.04.02, Access Standards, General, apply.

Table (15-6) 11-705.04.02. Access Standards, General						
Access Type	Maximum Peak Hour Volume	Access Lanes and Lane Widths	Reservoir	Radius Return by Street Functional Classification		
				Arterial	Collector	Minor Local
Low Volume	50 trips	12 ft. ingress; 12 ft. egress	{25 ft.}	25 ft.	20 ft.	15 ft.
Mid-Volume	200 trips	14 ft. ingress; 4 ft. median ² ; 2 x 12 ft. egress ¹	{50 ft.}	30 ft.	20 ft.	15 ft.
High Volume	500 trips	14 ft. ingress; 4 ft. median ² ; 2 x 12 ft. egress ¹	{100 ft.}	35 ft.	30 ft.	20 ft.

TABLE NOTES:
¹ Only one ~~(1)~~ egress shall be required if the access point is configured as a right-in, right-out access.
² Median is optional; where no median is provided, egress may be enlarged to a width of 14 ft.

2. ~~[In the Downtown Commercial (DC) district, the access standards of Table 15-605.04.03, Access Standards, Downtown Commercial (DC) District, apply.]~~

Commented [AT33]: What's the difference? Wouldn't this only be applicable to parking lots?

Table 15-605.04.03. Access Standards, Downtown Commercial (DC) District						
Access Type	Maximum Peak Hour Volume	Access Lanes and Lane Widths	Reservoir	Radius Return by Street Functional Classification		
				Arterial	Collector	Local
Low-Volume	150 trips	12 ft. ingress; 12 ft. egress	25 ft.	25 ft.	20 ft.	15 ft.
Mid-Volume	300 trips	12 ft. ingress; 2 x 11 ft. egress ¹	25 ft.	25 ft.	20 ft.	15 ft.
High-Volume	500 trips	12 ft. ingress; 2 x 11 ft. egress ¹	50 ft.	30 ft.	25 ft.	20 ft.

TABLE NOTES:
¹ Only one egress shall be required if the access point is configured as a right-in, right-out access.]

E. ~~[Measurement of Reservoir. Generally, the reservoir indicated in the above tables is measured from the property line to the edge of the first parking space or aisle. However, the reservoir may be measured from the edge of pavement of the adjacent street if it is demonstrated that:~~

Commented [AT34]: Because parking facilities are prohibited in required bufferyards, the depth of the bufferyard should be sufficient for satisfying reservoir requirements.

1. ~~Measurement from the edge of pavement allows for an improved site design; and~~

~~2. It is not anticipated that the adjacent street will be widened in the future.~~

- F. **Peak Hour Volume in Excess of Five Hundred (500) Trips.** If the peak hour volume of an individual access point exceeds five hundred (500) trips, the access point shall be designed as a street intersection. Further access to lots or parking areas shall be evaluated according to the standards of this Subsection (e.g., the corner clearance standard will apply to the distance from the intersection to the first internal access connection, and the reservoir standard will apply to the distance between the connection and the first parking space).
- G. **Alternative Design.** The ~~[Director and/or Director of Public Works]~~ City Engineer may require that access points be configured as right turn in, right turn out when the provision of left turn access would result in an unsafe or significant disruption of traffic flow on the public street.

~~[15-605-05]~~ 11-705.04. Common Access and Internal Cross Access

A. **Generally.**

1. Access that is shared by adjacent properties, whether under single or separate ownership, shall be preserved using an appropriate legal instrument acceptable to the City Attorney, approved by the ~~[Director]~~ City Engineer, and recorded in the public records of Dodge County at the applicant's expense. The obligation to provide and maintain the cross-access shall run with the land. The recorded book and page number of the legal instrument shall be referenced on any subsequent approved site plans or subdivision plats of the property.
2. If there is an existing shared access for which there is no recorded legal documentation, the shared access shall continue and appropriate legal documentation shall be executed in a form acceptable to the City Attorney and recorded.

B. **Terms.** The City may require that common and cross access easements include one (1) or more of the following:

1. Sufficient width to accommodate ~~[→]~~ two-way access between properties, designed to accommodate automobiles and service and loading vehicles.
2. Stub-outs and other design features to allow abutting properties to be tied in to provide future cross access.
3. Linkage to other cross access drives in the area.

~~[15-605-06]~~ 11-705.05. Number of Access Points

A. **Generally.**

1. The maximum number of access points allowed will be the smallest number of access points that are necessary to accommodate the peak hour demands of the site.
2. The maximum number of access points may be increased if:
 - a. The lot fronts on an arterial street and there are one (1) or more side streets of lesser functional classification;
 - b. Access to the site will be provided from the streets of lesser functional classification; and
 - c. The total number of access points along the arterial frontage is reduced.

B. **Limitation.** Nothing in this Subsection supersedes the other access management requirements of this Section.

~~[15-605-07]~~ **11-705.06. Timing and Degree of Compliance**

- A. **Generally.** New development shall demonstrate compliance with this Subsection for each required development approval.
- B. **Compliance and Timing.** Properties with access connections that do not meet the requirements of this Subsection shall be brought into compliance to the greatest extent practicable when modifications to the street are made, or when a change in use results in one (1) or more of the following conditions:
1. A plat is required;
 2. A site plan is required;
 3. A building permit is required; and/or
 4. The site will generate an increase of twenty (20) percent or greater in peak hour trips or one hundred (100) vehicles per hour in the peak hour, whichever is less, as determined by one (1) of the following methods:
 - a. An estimation based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition)* methodology for typical land uses; or
 - b. Traffic counts made at similar traffic generators located in the City; or
 - c. Actual traffic monitoring conducted during the peak hour of the adjacent roadway traffic for the property.
 5. If the principal activity on a parcel with access connections that do not meet the regulations of this Subsection is discontinued for a period of one (1) year or more, then upon re-establishment of any use, the parcel must comply with all applicable access requirements of this Section to the extent practicable.

~~[15-605-08]~~ **11-705.07. Modification of Access Management Requirements**

- A. **Generally.** The requirements of this Section may be modified according to the standards of this Subsection.
- B. **Reduction of Spacing Requirements.** The spacing requirements of **Subsection 15-605.03.**, *Spacing and Corner Clearance*, may be reduced if an assessment of the individual safety and operational considerations of the proposed connection so justifies and:
1. Adequate access connection spacing cannot be achieved, but shared access is established with an abutting property. A shared access agreement in a form acceptable to the City Attorney shall be executed and recorded as provided in **Subsection 15-605.05.**, *Common Access and Internal Cross Access*; or
 2. No other alternatives exist, and construction of the access connection is along the property line farthest from the intersection or closest access point. To provide reasonable access under these conditions, but also the safest operation, consideration should be given to designing the driveway connection to allow only the right-in turning movement or only the right-in/right out turning movements, if feasible. In such case, the applicant shall also demonstrate that:
 - a. The inability to meet the access spacing requirements was not due to the owner subdividing the property after the effective date of this ~~(UDO)~~UDC without providing internal access;
 - b. The adjacent landowner refused a request to provide cross access; and

c. A covenant in a form acceptable to the City Attorney to ensure that the connection will be provided and access will be consolidated upon the earlier of:

1. Approval for development, substantial improvement, expansion, or redevelopment of the adjacent property, if providing such connection is a requirement of the approval; or
2. The applicant's parcel and the adjacent parcel come under common ownership.

C. **Increase of Spacing Requirements.** The City may require greater access spacing if the use will generate significant truck traffic.

Fiscal Impact: N/A