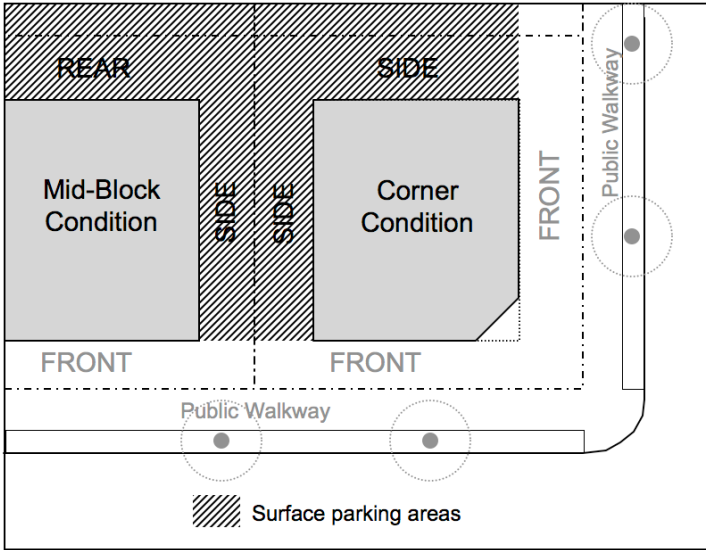


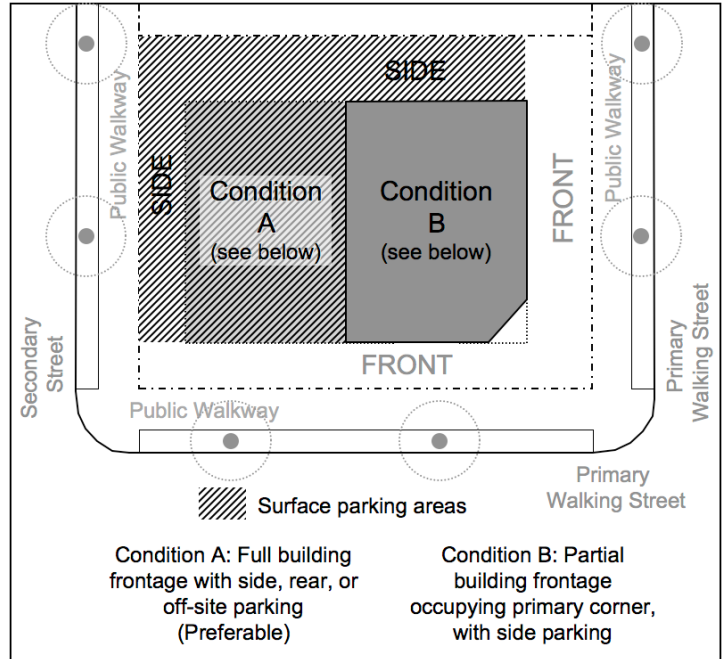
5.E. Parking and Driveways

1. **Off Street Parking Requirement** – None, except for properties located within 250 feet of a one- or two-family zoning district. For those properties, the requirements in Section 6.201 of the Zoning Ordinance, reduced by 25%, shall apply. Uses within historically significant buildings are exempt. **GUIDELINE** – Shared parking lots and garages are encouraged. Shared parking may assist in parking requirement; so long as business/property owner enters into a parking agreement with neighboring/nearby lot or property.
2. **Surface Parking Cap** – The number of off-street spaces shall not exceed 100% of the total prescribed by Section 6.201 of the Zoning Ordinance, unless a parking study demonstrates need for additional spaces.
3. **Surface Parking Lots** (see below for Transitional Parking Lots) – Surface parking lots are subject to various standards outlined below, intended to minimize negative impacts on the Near Southside’s highly walkable environment. A parking lot is defined as any on-site or auxiliary parking lot intended to operate for more than five (5) years that is associated with a new or existing building.
 - a. **Location of Parking Lots Serving On-Site Buildings and Uses** – Lots shall be located behind or to the side of buildings as depicted in the diagrams on the following page. **GUIDELINE** – Surface parking lots that front streets are discouraged; all site plan options that minimize surface lots along public streets should be explored.
 - b. **Off-site Auxiliary Parking Lots**– While allowed in the Near Southside, a stand-alone long-term parking lot is discouraged unless essential to meet the general demand for parking supply for the auxiliary parking lot’s immediate vicinity. Auxiliary lots are subject to all standards applying to on-site parking lots, except parking lot frontage standards in subsection 4 below.
 - c. **Roadside Elements** – The roadside elements required for new development (e.g. pedestrian lights and street trees required by Section 5.B.3.) also apply to new surface parking lots, except section 5.E.4. below.
 - d. **General Parking Lot Design Standards** – Additional parking lot design standards are contained in Section 6.201 of the Zoning Ordinance.

**SURFACE PARKING:
PARTIAL BLOCKFACE CONDITIONS**



**SURFACE PARKING:
FULL BLOCKFACE CONDITIONS**



4. Maximum Surface Parking Lot Frontage – For new on-site parking lots serving uses in new or existing buildings, the percentage of parking lot frontage along any street shall not exceed the following maximums:

- a. 40% of the development site’s total frontage length along a project’s primary streets, and
- b. 70% of the development site’s total frontage length along a project’s secondary streets.

Parking lot frontage measurements shall include the combined frontage length of any paved and/or drivable surface that functions as part of a parking lot’s circulation, such as – but not limited to – drive aisles and parking spaces.

5. SECURITY FOR PARKING LOTS – A fence not exceeding 6 ft. in height may be used to secure driveways and parking lot entrances if it is not located in the front yard. Chain link and barbed wire fences are not allowed.

6. Surface Parking Screening – Parking lots that front a street shall be separated from the sidewalk by a decorative and durable screen at least 4 ft. in height.

GUIDELINE – Screening walls attached to buildings should be designed as architectural extensions of the building, constructed of the same materials and style.

5.E. Parking and Driveways

- 7. Transitional Parking Lots.** A transitional parking lot provides needed parking in a high activity area without negatively impacting the site's long-term development. A transitional parking lot is defined as any parking lot intended to operate for up to five (5) years and is associated with a new or existing building.
- 8. Review of Transitional Parking Lot.** Proposals for short-term transitional parking lots consistent with all applicable development standards provided below may be approved administratively by the Development Services Director without UDC review. The UDC shall review proposals for transitional parking lots when a waiver from the development standards is requested. The review will consider the proposed transitional parking lot site's context and the transitional parking lot's compatibility with surrounding properties and uses.

a. Eligibility for Review – At a minimum, the location must:

- i. Address parking demand generated by off-premise uses, projects or construction, and/or
- ii. Facilitate another site's desirable development.

NOTE: This section and all standards applying to transitional parking lots do not apply to construction staging lots primarily serving construction vehicles, contractor parking, trailers, or other users directly associated with a construction project. The duration of time for construction staging sites shall match the construction project's duration of time.

b. Locations

- i. Transitional parking lots are most appropriate in highly active business areas with high demand for additional off-street parking.
- ii. Proposed transitional parking lots should avoid direct frontage along designated Main Streets (see map in section 4.C.1.). See provisions in the section below for contextual site standards applying to Main Street locations.

c. Primary Design Features – The following elements should apply in most cases (unless noted as required in all). Any proposal to exempt any of these core features will be evaluated on a case-by-case basis, factoring specific site conditions:

- i. Dust free surface (required in all cases)
- ii. Screening of public frontages, particularly in key pedestrian locations
- iii. Wheels stops and other elements to delineate individual spaces and drive areas
- iv. Safety lighting
- v. Curb and sidewalks along public street frontages
- vi. Tree preservation (in addition to basic protection of significant trees)
- vii. Lots on designated Main Streets – Lots should include a buffer setback along the Main Street's frontage. The buffer setback should include landscaping and/or other elements as well as a vertical edge element along the Main Street sidewalk
- viii. Pay to Park Lots – Visible signage clearly showing fees, time limits, and payment methods

d. Duration (Time Period) and Renewal

- i. Because transitional parking lots are intended to meet parking demand in high activity areas while also facilitating the future development of the sites, the duration or time period for a transitional parking lot may range from one (1) to five (5) years, provided however, that a shorter time period may be approved administratively as determined by the Development Director or UDC, as applicable, using the criteria listed section in 7.a, above.
- ii. Renewal –Applications for renewal of a transitional parking lot must be filed not later than 90 days before the expiration of the transitional parking lot’s time period and may be approved administratively. Each transitional parking lot is allowed only one (1) renewal.
- iii. Denial of Renewal – If the transitional parking lot has not been constructed within the timeframe of the approved Certificate of Appropriateness (COA) for the project (two (2) years), and Development Director or the UDC determines that there has not been significant progress toward the site’s development, then the requirements of a permanent parking lot would apply, if the site were to continue use as a parking lot (e.g. pedestrian lights and street trees installed along roadside, canopy trees planted within the lot, permanent screening along sidewalks).

NOTE: Short Term Construction Staging Sites

Short Term Construction Staging Sites will be reviewed administratively before the construction project’s permit process. Time limits for construction staging sites shall match the construction project’s time limits, but shall not exceed three (3) years.



Transitional Lots must use dust-free surfaces and wheel stops.



Parking lots that front a street shall be separated from the sidewalk by a decorative and durable screen at least 4 ft. in height.



All new construction projects shall provide at least 40% tree canopy coverage of surface parking lots.

9. Residential Scale Garages – Garages should not front public pedestrian space. Garages shall be accessed from alleys or rear driveways or shall be detached and located at the rear of the site. Examples of residential parking garages include those serving townhomes, small apartment projects, single-family homes and duplexes.

10. Structured Parking and Multi-Level Garages - shall be located at the interior of a block or underground and shall not be visible from public rights-of-way. These parking structures include podium style single level parking facilities, and multi-level garages. In exceptional circumstances the UDC may consider garages that front public rights-of-way, and for all exceptions, the design standards and guidelines below apply:

a. Facade design: All parking structure facades that face a public space shall be designed to incorporate architectural elements and materials that complement the building or buildings in the area.

b. Ground level screening: Screening shall be incorporated to minimize the visual impact of garages and parked cars at the pedestrian level. Landscaping (trees and shrubs) may be utilized for screening purposes but must screen at least 50% of pedestrian level parking garage facades immediately upon installation, with species selected to eventually provide full 100% screening. Green screens or living wall systems may be utilized, but must incorporate adequate planting area, irrigation, and structural support systems to be successful.

c. Adaptable Design: Ground floor commercial use, or space adaptable for future commercial use, should be integrated into parking garages located along public street

11. Driveway Location – Private vehicular driveways shall not be located along “Main” streets. This provision applies as a guideline in “I” zones.

12. Drop-Off and Loading Zone Areas – On-street drop-off and loading areas support a pedestrian-oriented district and may be approved by the City’s Traffic Engineer. Off-street loading and drop-off areas that are located between the building and the sidewalk are allowed in T4-I and T5-I zones if a continuous sidewalk is provided adjacent to the street.

GUIDELINE – Drop-off and loading areas proposed in zones other than T4-I and T5-I should be located under the overhang of a building that maintains the urban street edge within the maximum front setback.

COMPATIBLE PARKING FACILITIES



Landscape screening of surface parking



Interior parking garage

The parking standards are intended to minimize the impact of parking facilities.