

**Section 7.1.3.2 Vehicle Parking Reductions**

**A. Affordable Housing**

1. Required parking for an affordable housing development may be reduced to a rate of 1 parking space for each unit.
2. The affordable housing reduction applies only to required spaces for dwelling units. If required, visitor spaces must be provided at the standard rate.

**B. Senior Housing**

1. Senior housing is only required to provide 1 space per dwelling or rooming unit.
2. The senior housing reduction applies only to required spaces for dwelling or rooming units. If required, visitor spaces must be provided at the standard rate.

**C. Private Car Sharing Program**

1. A reduction in the number of required parking spaces for residential units is allowed where an active on-site car-sharing program is made available for the exclusive use of residents.
2. The parking requirements for all dwelling units may be reduced by 5 spaces for each car-share vehicle provided. If required, visitor spaces cannot be substituted.

**Section 7.1.3.3 Remote Parking or Off Site Parking**

- A.** Required parking spaces may be permitted on a separate site from the site on which the principal use is located if the remote parking complies with the following.

**TABLE 7.4 REMOTE PARKING DISTANCE REQUIREMENTS**

ZONING DISTRICT	PARKING LOT MUST BE WITHIN
CD-5, CD-5D, CD-4, N-MS	2,500 feet
Valet Service for Lodging Use in CD-5D	No Distance Requirement
All other districts	1,500 feet

- B.** The distance to a remote parking area is measured in walking distance from the nearest point of the remote parking lot to the primary entrance of the use served.

- C.** Where remote or off-site parking spaces are under separate ownership from the principal lot, a parking agreement shall be submitted on a form acceptable to the City.

**DIVISION 4: PARKING LOCATION AND DESIGN**

**Section 7.1.4.1 Single-Family and Two-Family**

**A. Intent**

1. The intent of the private residential parking requirements is to minimize the visual impact of street-facing garage doors.
2. Where garage doors can be seen from the street, measures should be taken to reduce the visual impact of the doors.
3. Measures include garage doors set back from the front wall plane, architectural treatments, translucent garage doors, single doors, projecting elements over the garage doors (such as bay windows) and limits on the total number of doors that face the street.
4. Private Residential Parking requirements enhance pedestrian circulation and safety in higher density developments or along high traffic streets.

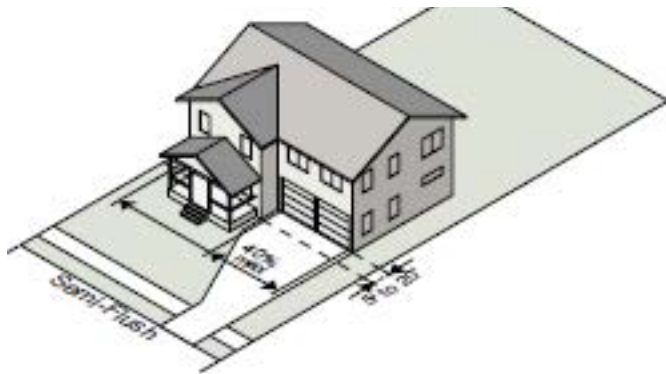
- B. Alternative Compliance Findings.** The Planning and Zoning Commission may, in accordance with Section 2.8.4.1, approve a modification to the private residential garage parking requirements, subject to the following findings:

1. The approved alternate meets the intent of Section 7.1.4.1;
2. The approved alternate conforms with the Comprehensive Plan and adopted City plans;
3. The approved alternate does not negatively impact pedestrian circulation and safety based on the density and adjacent street type;
4. Measures are taken to mitigate the visual impact of the garage design; and
5. The required garage setbacks are met.

**C. Residential Garage Parking Requirements**

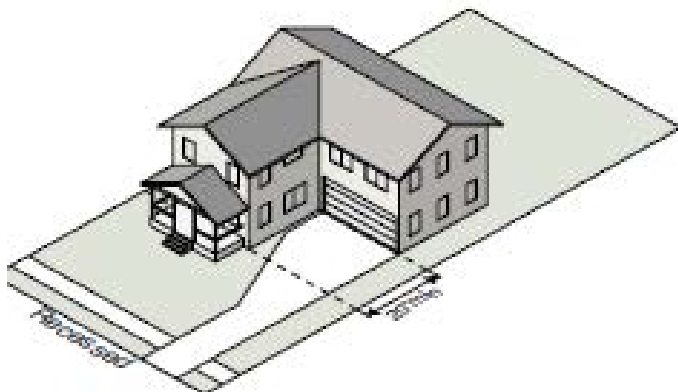
1. Where Residential Garage Parking requirements are applicable, garage placement must match one of the following:
  - a. **Semi-Flush.** Garage doors are oriented toward the street. Garage doors must be positioned between 5 and 20 feet behind the front wall plane of the house, extending no more than 40% of the width of the house. No individual garage door may exceed 12 feet in width.

FIGURE 7.1 SEMI-FLUSH GARAGE



- b. **Recessed.** Garage doors are oriented toward the street. Garage doors must be positioned at least 20 feet behind the front wall plane of the house. There is no restriction on garage door width.

FIGURE 7.2 RECESSED GARAGE



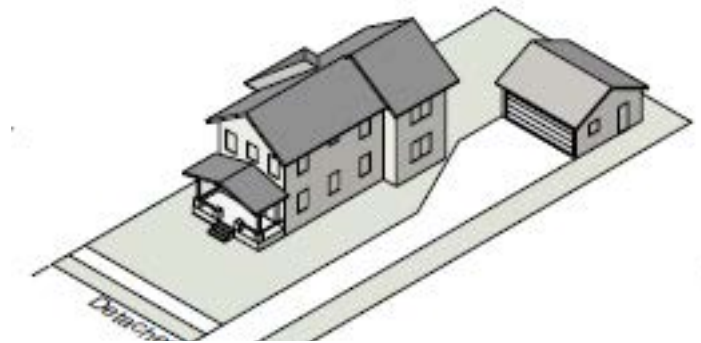
- c. **Side-Loaded.** Garage doors are oriented perpendicular to the front wall plane. Any wall of the garage must be located at least 3 feet behind the front wall plane of the house.

FIGURE 7.3 SIDE-LOADED GARAGE



- d. **Detached.** Garage is placed entirely to the rear of the house.

FIGURE 7.4 DETACHED GARAGE



- e. **Alley-Loaded.** Garage is placed entirely to the rear of the house and is alley-accessed. Garage doors must face the alley. The garage must either be located 4 feet from the alley right-of-way or be a minimum of 20 feet from the alley right-of-way. Where parking spaces are located between the garage and the alley, the garage must be located at least 20 feet from the alley right-of-way.

FIGURE 7.5 ALLEY-LOADED GARAGE



**D. Residential Surface Parking Requirements**

1. **Parking in the First Layer.** Where parking is permitted in the first layer the following requirements must be met.
  - a. Parking in the first layer is allowed only on a hard-surfaced driveway constructed of:
    1. Concrete;
    2. Brick, pavers or other material approved by the responsible official;
    3. Asphalt.
  - b. Combined parking and driveway area cannot constitute more than 40% of the front or corner yard.
  - c. Any parking in the first layer must be a minimum of 20 feet deep so that parked cars do not encroach on the sidewalk.
2. **Tandem Parking.** Tandem parking is two parking spaces where the spaces are arranged one behind the other such that the space nearest the street serves as the only access to the other space.
  - a. Tandem parking is allowed for single and two-family residential uses.
  - b. Two parking spaces in tandem must have a combined minimum dimension of 9 feet in width by 36 feet in length.
  - c. Both parking spaces in tandem must be assigned to the same dwelling unit except for an accessory dwelling unit.

**Section 7.1.4.2 Multi-Family and Non-Residential**

- A. **Drive-thru Design and Queuing Spaces.** Adequate space must be made available on-site for the stacking, storage and queuing of vehicles.
  1. Vehicles using drive-thru facilities may not encroach on or interfere with the public use of streets and sidewalks by vehicles or pedestrians.
  2. A restaurant with drive-thru facilities must provide at least 8 queuing spaces for vehicles when 1 drive-thru lane

exists and 6 spaces at each drive-thru when more than 1 lane exists.

3. A bank with drive-thru facilities must provide at least 3 queuing spaces per drive-thru lane.

**B. Location**

1. Required parking spaces must be located on the same lot they are intended to serve except where specifically allowed under Section 7.1.3.3.
2. All on-site parking must be arranged so that no vehicle is forced to back into a public street (other than an alley) or across a public sidewalk. All maneuvering shall be on-site.
3. When off-street parking facilities are located adjacent to a public alley, the width of the alley may be assumed to be a portion of the maneuvering space requirement.

**C. Layout**

1. Parking spaces and drive aisles must meet the required dimensional standards.
2. Up to 25% of the required parking spaces provided may be compact spaces. All compact parking spaces must be clearly and visibly striped and labeled for compact car use only.

**D. Accessible Parking Spaces for Persons with Disabilities.**

1. Off-Street parking spaces shall be reserved for the physically disabled in an amount not less than that required by the Americans with Disabilities Act requirements.
2. Each parking space reserved for the physically disabled shall conform to the identification requirements of the state department of licensing and regulation promulgated under State law and the design specifications enumerated in the Americans with Disabilities Act accessibility guidelines.

- E. **Paving of Parking Areas.** All required or provided parking, including outdoor display areas for the sale or rental of vehicles, shall meet City standards and specifications for all-weather surfaces. Permeable paving systems meeting the performance standards in the city's stormwater technical