



MEMORANDUM

TO: Chairman Rodriguez and Planning Commissioners
FROM: Chuck Johnston, Community Planning & Building Director;
Mike Craig, Senior Planner
DATE: 2020 March 4 for the March 11 Commission meeting
SUBJECT: Parking Regulation Text Amendments to the Unified Development Ordinance

Issue

Should the Planning Commission recommend approval of Unified Development Ordinance Text Amendments to modify parking regulations?

Background

A reduction and recalibration of the City's parking regulations are proposed to implement policies in the City's Comprehensive Plan that encourage quality development/redevelopment Downtown and in Planned Development areas. The 2017 Walker Parking Action Plan encourages efficient parking supply. The changes are also incorporate into the proposed Creative Maker Zoning District. The changes are the application of good planning practices that enable communities to achieve walkable urban places with an appropriate mixture of land uses and open space. Finally, the changes will help the City achieve more sustainable development with less impervious area and reduced need for stormwater facilities. It is proposed to use the "SmartCode" (with some calibration) as the benchmark for parking requirements to the City, particularly Downtown, the proposed additional walkable urban places in the Downtown area, the new Creative Maker District, and in Planned Development projects. An analysis of the history of the City's parking regulations and the legal and regulatory pressure they apply to the City's urban fabric was presented to the Parking Committee at their May 6, 2019 meeting and is included as an appendix.

Comprehensive Plan Policies

- Downtown Parking Strategy 3
 - *Reduce or remove parking regulations* and allow market forces to provide for adequate parking.
- Transportation Policy 9
 - *Develop parking policies that are appropriate to an active downtown.*
- Business Opportunity Policy 5
 - *Implement development/redevelopment standards that promote a human-scale, pedestrian-oriented, transit friendly community*, through site layout, building configuration, landscaping, signage, parking lot design, vehicle and pedestrian circulation, stormwater management, and environmental protection.

- Business Opportunity Initiative 35
 - *Encourage development/redevelopment activity* by creating redevelopment plans, especially for older shopping centers, that will diversify uses and provide for improved multi-modal access, landscaped parking areas, and improved lighting and signage.
- Land Use Revitalization Objective

Most of the City’s small areas are designated as revitalization areas per Virginia Code 15.2-2303.4, as having:

 - Large surface parking areas on commercial land, which have revitalization opportunities for the evolution of a suburban pattern of development into a more urban, mixed-use pattern. *Broad expanses of surface parking* result in fragmented and inefficient development patterns that *should be redeveloped so as to create complete communities that are walkable and robust.*

Walker Parking Action Plan

The 2017 Walker Parking Action Plan cites, as one of several ‘New Parking Paradigms’, that “Too much supply is as harmful as too little. Public resources should be maximized and sized appropriately.” [Pages v and 53]

Urban Development Standards

The thrust of good planning practice since the late 20th century has been to reassert pre-automobile age development standards to refocus communities, through the principles of ‘New Urbanism’, as great places for people, not just great places for cars. The model ordinance created to enable New Urbanism is the “SmartCode” (attached). The proposed recalibration of the City’s parking standards is directly derived from the parking standards in the SmartCode. The SmartCode uses the concept of ‘Transects’ to describe different elements of a community, as illustrated in the diagram below, and establishes land development standards that vary depending on the Transect.



In the small area plans that are being created for the City, T-5 is applied to Fredericksburg’s Downtown and the cores of other planning areas. T-4 is the transitional area between these cores and adjoining lower density residential areas. T-3 is applied to the lower density city residential areas. T-1 is used for open space areas.

The parking standards in the SmartCode vary by Transect. Making comparison somewhat challenging, the SmartCode parking standards are expressed in a ratio of X number of spaces per 1000 square feet, while the City’s Unified Development Ordinance standards are typically stated as 1 space per X hundreds of square feet. Further, the SmartCode consolidates parking

requirements into four broad categories: residential, lodging, office, and retail. While the UDO expresses a parking standard for each of the approximate 120 listed specific land uses.

Commercial Downtown, Planned Development, and new Creative Maker Districts

The development standards for Downtown, Planning Development, and the proposed Creative Maker Zoning Districts are intended to foster the development and redevelopment of these areas for a mixture of uses that, while designed to accommodate private vehicles access, also encourage alternative access by foot, bicycle, and transit. Minimum parking requirements are still appropriate in these areas in Fredericksburg, as the level of alternative access has not reached a level of sophistication and comprehensiveness that have allowed larger cities to eliminate parking requirements. Downtowns without parking requirements typically are in high functioning large cities with a critical mass of a mix residential, service, and employment uses. These downtowns are served by mature transit systems with a comprehensive network of routes, fixed rail services (usually), and short intervals between transit vehicles. FRED Transit does not have the network of service nor the frequency of service to provide a comparable transit alternative. Downtown Fredericksburg will remain private vehicle dependent for the foreseeable future for customers, employees, residents, and visitors.

Retaining parking requirements Downtown would allow the City to continue to receive revenue from projects where there is payment in-lieu of spaces. Current regulations allow for purchase of 50% of required spaces. Expansion of the opportunity for purchase would increase the potential for revenue. Parking requirements also allow the City to incentivize uses that it wishes to encourage (such as: reuse of historic buildings or, potentially, affordable housing). Finally, the nature of vehicle use is changing and the City should not be requiring more parking than is really necessary or appropriate in its most urbanized areas.

The use of a 'Shared Parking Factor' is proposed as a set formula for determining when there can be a shared parking in mixed use or multiple use projects. A specific rate of reduction is provided based on the degree uses are complimentary, such as spaces for offices during the day that can be used for residential or lodging in the evening. This would replace the need for an alternative parking plan where the degree of sharing is determined by traffic consultants without public evaluation criteria.

While not as dramatic as the elimination of parking requirements, application of SmartCode parking standards would substantially reduce parking standards for office uses, modestly reduce parking for retail, and recalibrate residential parking expectations in urban areas. The changes would move the City to a more appropriate balance of parking and desired character as a walkable community with:

- a 33% reduction for office uses and 12% reduction for retail in mixed-use areas,
- an approximate 12% reduction for office and use of a lower standard for larger retail uses outside mixed-use areas,
- elimination of parking for small uses (the first 1,500 buildable square feet of a use within a walkable urban place would be parking exempt),
- an increase in requirements for dwellings in mixed use areas combined with an automatic shared use calculation, and
- a specific method for calculation shared use space requirements as a standard practice. Application of a standard formula would remove the vagaries of the current process, which may result in inconsistencies between projects, and additional consultant costs for developers.

- A recalculation of parking requirements for changes of use outside of mixed-use areas

The combination of these parking adjustments will allow for more efficient use of land, provide more opportunity for open space, and reduce impervious area thereby reducing the need for stormwater facilities.

Downtown Parking District

The payment-in lieu of spaces should be allowed for all spaces, with a higher rate for the second 50% in the Downtown Parking District. The Winchester Parking Garage, under construction next to the new Liberty Place project on William Street, has an approximate cost per space of \$28,000. It is recommended that the current rate of \$7,150 as payment for the first 50% of spaces be maintained, with 2x (\$14,300) the base rate for 51 to 70% of spaces, 3x (\$21,450) the rate for 71 to 85% of spaces and 4x (\$28,600) the rate for 86 to 100% of spaces. The base rate was adjusted in last year's budget in process. The rate amount should be reviewed regularly to keep abreast of inflation and construction costs. These funds would support an eventual third parking deck Downtown. In addition, the use of the funds should be expanded to include support of transit/shuttle services as well as bicycle facilities, with the district restyled as the Downtown Parking/*Transit*/Bicycle District. Further, the Downtown Parking/*Transit*/Bicycle District should be expanded to include the proposed additional walkable urban places in the Downtown area, as shown in the Downtown Small Area Plan (see attached map).

Information Sessions

Per the request of Council, these proposed text amendments are being presented to potentially interested/affected organizations: the Economic Development Breakfast (February 18), Fredericksburg Area Builders Association (March 6), Economic Development Authority (March 9), and Main Street Board (March 19).

Conclusion

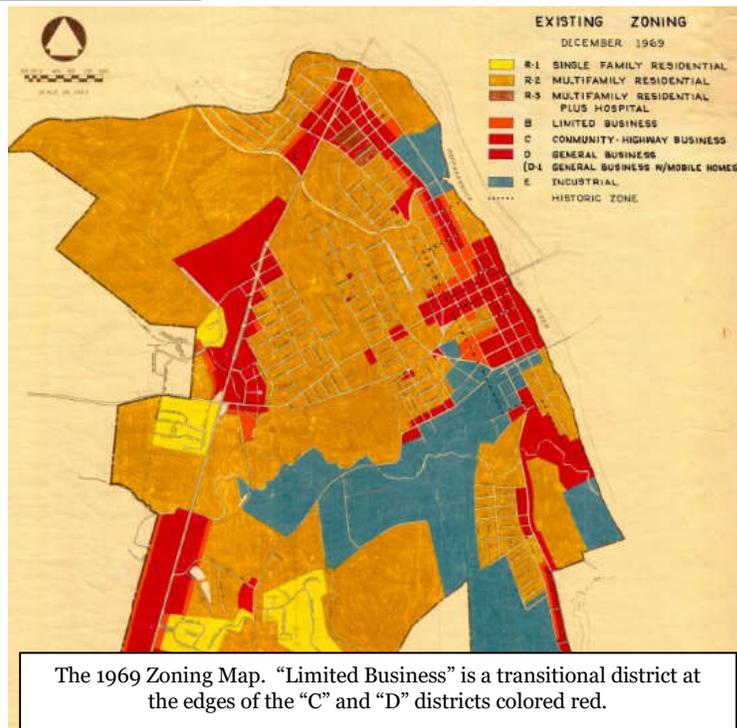
In applying SmartCode parking standards, the City would reinforce its efforts to maintain and enhance its traditional neighborhoods and districts, such as downtown, while requiring a reasonable level of parking in a more environmentally appropriate way. These standards will help encourage the evolution of auto/retail-oriented corridors into communities with multiple uses and that are served by multiple means of access.

APPENDIX – PARKING IN THE CITY OF FREDERICKSBURG

THE EVOLUTION OF THE CITY'S PARKING REGULATIONS

As early as 1963, City zoning ordinances required minimum off-street parking based on the quantity of a land use. In 1963 parking ratios were divided up by each zoning district. The ratios were based on different variables including number of units and square foot of use. Commercial uses in the “Community-Highway” (C) and “General Business” (D) Districts were required to provide off-street parking area on the same lot with the building equal to the square feet of the first floor of the building.

Some focus was given to balancing urban form with required parking. An exemption was included in the “Limited Business District” which stated that the regulations should not require the reuse of buildings existing prior to 1952 “to furnish more off-street parking spaces than can be provided within the confines of the property and no structural alteration of the building or buildings thereon shall be required” (§ 18, 1963 Zoning Ordinance). Otherwise, the requirement for off-street parking applied legal and regulatory pressure to consolidate lots and tear down buildings for car storage.



The zoning ordinance was rewritten on April 25, 1972 and included a new standalone chapter dedicated to parking. The chapter introduced dimensional and locational standards to accompany minimum parking ratios (Ord. 72-92). Parking spaces had to be a minimum of 200 square feet in size, were required to have curbed entrances, and access aisles for on-site circulation. Residential parking ratios increased (see chart below for some examples). Non-residential parking ratios became more complex as more uses were granted their own ratios. The only permitted waiver for parking was a provision limiting the amount of parking required to be built for a change of use in an existing buildings. In that case only additional parking deficit was required to be built for the new use.

The zoning ordinance was rewritten again in 1984 and the amount of land area required for car circulation and storage reached its zenith along with the corresponding legal and regulatory pressure to demolish existing fabric. The structure of the ordinance remained the same with no additional exceptions despite the parking ratios increasing again.

Use Type	Minimum Off-Street Parking Ratios (Parking Required / Use Amount)			
	1963 Req.	1972 Req.	1984 Req.	2013 Req.
Single Family Home	1 / DU	2 / DU	2 / DU	1.5 / DU
Office	1 / 400 SF	1 / 250 SF	1 / 200 SF	1 / 300 SF
Commercial / Retail	Off-street parking equal in area to ground floor of building	1 / 250 SF	1 / 200 SF	1 / 300 SF
Restaurant	Included in "commercial"	1 / 5 seats	1 / 4 seats + 1 / 2 employees	1 / 180 SF

Minimum parking ratio and minimum dimensional standards adopted in the 70's and 80's are based on suburban behavioral assumptions. They assume a single use environment where home, store, office, playground, etc. are all individual destinations, connected only by a system of primary highways. The trip from place to place (home to work to shop to restaurant back home) occurs within the vehicle. Sufficient parking infrastructure for each individual use is the paramount design concern in this suburban form. Sufficient off-street area must be provided for vehicles to circulate safely out of the flow of automobiles on-street and be stored on the same site as the use. The amount of space required for car circulation and storage is required to be greater than the amount of space where the person is permitted to be (ie. within the building or meaningful open spaces) in part because the car is four + times the size of a person.

The suburban parking premise conflicts with the existing urban form of the older areas of the City and the desirable urban form of new areas of the City. To illustrate the conflict, a chart containing the total land use in the block bounded by Caroline Street, Hanover Street, Princess Anne Street, and Charlotte Street is on the next page. The data is derived from the City's GIS system. The table includes the name of the building, the type and amount of uses in the building, the modern (2019) requirement for off-street parking per amount of use, the total required parking, and the total existing parking:



NAME	USE TYPE	USE AMOUNT	REQ. PK / USE (2019)	REQ. PK	EX. PK
City Hall	Government Office	29,139	1 / 300 SF	98	19
Courthouse	Courthouse	4 Courtrooms	65 per Courtroom	260	0
Visitors Center	Government Office	5,271	1 / 300 SF	18	14
Mixed-Use (Beck's)	Retail / US DU	1,000 SF / 1 DU	1 / 300 SF; 0.5 / DU	4	0
Mixed Use (O.T.C.)	Pers. Service / Apt / US DU	1,000 SF / 1 Apt / 2 DU	1 / 240 SF; 1.5 / Apt; 0.5 / DU	7	0
Mixed Use (Pon Shop)	Retail / Upper Story DU	1,000 SF / 3 DU	1 / 300 SF; 0.5 / DU	5	0
Skin and Touch Therapy	Pers. Service	2,505 SF	1 / 240 SF	11	0
718 Venue	Theater	82 Occupants	1 / 4 Seats	21	0
Mixed Use (Peecabo)	Retail / US DU	1,000 SF / 2 DU	1 / 300 SF; 0.5 / DU	5	0
Benny Vitalis	Fast Food	1,280 SF	1 / 100 SF	13	0
Mixed Use (J. B's / S & S)	Rest. / Retail / US DU	5,204' SF / 1,500 SF / 10 DU	1 / 180 SF; 1 / 300 SF; 0.5 DU	39	0
TOTAL				481	43

¹ J. Brian's square footage includes outdoor seating on the front and rear patios.

Using a typical parking lot arrangement, two perpendicular parking spaces and the aisle between them require a minimum of 480 square feet of asphalt². The 481 parking spaces required off-street within the block would require 260,880 square feet (or 5.3 acres!). The block is a total of 2 acres in size. Without modification, the amount of use in one Downtown block would require the demolition of almost 3 additional blocks for surface parking.

Over thirty years, the parking ordinances applied legal and regulatory pressure to suburbanize the City's urban form. By 1993, it was apparent that what this pressure produced was problematic. In 1993, a provision was added to the parking regulations that states "for lots in development areas where yard geometry has already been established by existing residential dwellings and development patterns (ie., infill lots), the zoning administrator... may waive or reduce this requirement if necessary to preserve the urban streetscape or to maintain the consistency of building setbacks within the same block." This provision remains in place today, though rewritten as an exception for residentially zoned lots, vacant or otherwise, existing prior to April 25, 1984.

The City Council took broader action in 2007 and again in 2009 to address the impacts of modern parking standards on the Downtown core. The 2009 ordinance created the Downtown Parking District and the fee-in-lieu parking program, reduced required parking for certain new or expanded uses, permitted adjacent on-street parking to be counted towards meeting the parking requirement, amongst other parking exemptions and waivers. The 2009 ordinance approving these changes states,

"the City values its downtown and does not wish to encourage the demolition of structures to provide new surface parking spaces. However, its current parking regulations require suburban-style parking to be provided for expanding businesses or for the change of use of structures. These regulations, combined with the prohibition against demolition of structures, have combined to discourage the expansion of businesses and the change in the use of downtown structures.

The parking regulations contained herein are more appropriate for Fredericksburg's downtown. The new regulations will encourage investment in the downtown, preserve the historic built environment, provide parking where feasible, and aggregate funding for public development or leasing of parking spaces." (Ord. 09-22)

The adoption of the Unified Development Ordinance (UDO) in 2013 included more changes to parking standards (see the chart of the current parking standards attached to this memo). § 72-53.1B(2) included some of the rules adopted in 1993 and 2009 related to infill housing and permitting on-street parking to be counted towards the off-street parking requirement. The rehabilitation or re-use of a historic building was exempted from the parking requirements and changes in building use were exempted from providing any additional parking off-street parking than already existed. § 72-53.1C kept the basic structure of minimum off-street parking ratios and dimensional standards, but the ratios were reduced. A provision was added limiting the maximum amount of parking that a person may build on-site. § 72-53.3 add an alternative parking plans section permitting surplus off-site parking (meeting certain locational parameters) to be allocated to non-residential uses, permitting uses with staggered peak parking demands to share parking, and providing for a general 30% reduction in the parking standard with appropriate justification. The Downtown Parking District and Fund were retained.

The City's parking standards have evolved over the last fifty-six years. The evolution reflects the complex balance between protection and nurturing of the character of the City's neighborhoods and historic Downtown and adequate quantity of car storage. The purpose of this ordinance is to ensure that the proper balance between urban form and asphalt is maintained.

² UDO § 72-53.1D Configuration requires parking spaces to be 8 feet wide and 18 feet long. Two way access aisles serving perpendicular parking must be a minimum of 24 feet wide. These standards vary depending on the angle of the parking.

PARKING AND THE DOWNTOWN CORE

The 2017 Walker Parking Action Plan (PAP) analyzed the Downtown core public parking supply. The Plan studied the public parking supply. The Plan found that supply was sufficient, but recommended several management techniques to make the supply more efficient (PAP iv). The focus in the Downtown core was to “push” or “pull” long term parkers out of on-street spaces and into public parking lots.

The Action Plan also contained recommendations for zoning regulations. The Plan “supports the City’s fee-in-lieu program and alternative parking plan requirements... as they are rather forward thinking strategies” (Parking Action Plan vii). The Plan also encouraged innovation and experimentation in parking requirements and policies (PAP 53). In 2009, the City Council adopted a \$5,500 fee per parking space. In 2014 the fee was increased to \$6,500 and the Plan stated that was sufficient, but that it should be adjusted based on increase in cost of living every two years (PAP 64). The fee was adjusted as prescribed in 2019 so that an applicant may now pay \$7,150 per space for up to 50% of their parking.

Downtown Parking Fund - Revenue and Capital Projects				
	Year	Project	Total Pk Sp	Payment
Revenue	2015	Sedona Tap House	13	\$ 84,500
	2016	Amelia Square - Phase 5	5	\$ 32,500
	2018	Castiglia's Roof Top	7	\$ 45,504
	2019*	<i>Hanover One (* Proposed*)</i>	46	\$ 299,000
Total			71	\$ 461,504
Projects	2016	Charles Street Parking Lot	46	\$ 538,129
Total			46	\$ 538,129³

EMERGING WALKABLE URBAN PLACES: PARKING AND URBAN FABRIC

The William Street Node, Canal Quarter Maker District, Jackson + Wolfe Warehouse District, and to a lesser extent Lafayette Boulevard City are walkable urban places within Area 7 in addition to the Downtown core. A design analysis was completed for these areas as part of the Area 7 Small Area process. The design analysis included 5 focus areas comprised of 46 individual lots. The analysis compared existing conditions with zoning ordinance requirements. The purpose was to determine how these places functioned and whether or not the valuable fabric in these areas was legally permitted to grow. On the one hand, these places have the potential to be echoes of the type of urban fabric found on Caroline and William Street. They contain historically unique building envelopes, are walkable and bikeable, and are incorporated into the Downtown fabric.

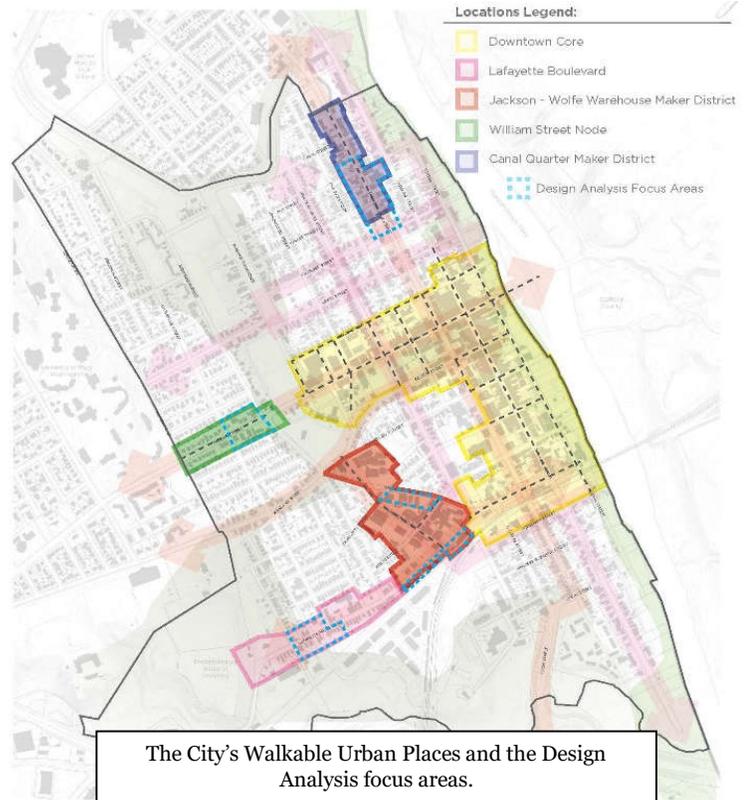
On the other, they face similar regulatory challenges to the Downtown core. Out of the 46 individual lots, only 15 (33%) contain the required amount of off-street parking. Even fewer contained parking areas that met current parking dimensional standards for on-site vehicle circulation. Under current standards roughly 575 off-street parking spaces would be required but only 404 are currently provided (a difference of 171 off-street parking spaces, which based on the formula on page 4 equates to 82,820 square feet of asphalt). With the provision permitting adjacent on-street parking to be counted toward a use that number drops to 113 parking spaces.

³ The Charles Street Parking Lot provided 46 parking spaces at a cost of \$538,129 or \$11,700 per parking space.

Despite the deficit in required parking these focus areas are all high in asphalt saturation. Combined 44% of the total lot area in these places is devoted to surface parking and circulation. Outside of the building footprint that number jumps to 64%. Take out the West Lafayette focus area around the Allstate building and that number jumps again to 75%. Open space is anemic and poor quality, consisting mostly of landscape strips at the sides and rear of lots. In total, the square footage of asphalt exceeds the amount of total building square footage by 58,000 square feet.

Current parking regulations cannot foster the unique urban fabric in the City's emerging walkable urban places. These areas have unique assets: a solid block network, historic building envelopes and frontages that are capable of becoming vibrant streetscapes. However, parking requirements still require more area for on-site car circulation and storage than they permit for building area or meaningful open space in these areas.

Empty lots and derelict buildings are legally required to be consolidated for and converted into asphalt. The purpose of this ordinance is to establish the primary design consideration for these potential commercial cores.



Walkable urban fabric in the 1600 block of Princess Anne Street built in (from left to right) 1959, 2010, 1900, and 1900. The gap in the fabric was created when a building built in 1800's was torn down in the 1980's.



draft 2020 02 03
Regular Meeting
Ordinance No. 20-__

MOTION:

SECOND:

RE: Amending the Unified Development Ordinance to amend off-street parking regulations.

ACTION: APPROVED; Ayes:0; Nays: 0

First read: _____ **Second read:** _____

It is hereby ordained by the Fredericksburg City Council that City Code Chapter 72, "Unified Development Ordinance," is amended as follows.

I. Introduction.

The purpose of this ordinance is to _____

The City Council adopted a resolution to initiate this text amendment at its meeting on _____. The Planning Commission held its public hearing on the amendment on _____, after which it voted to recommend the amendment to the City Council. The City Council held its public hearing on this amendment on _____.

In adopting this ordinance, City Council has considered the applicable factors in Virginia Code § 15.2-2284. The City Council has determined that public necessity, convenience, general welfare and good zoning practice favor the requested rezoning.

II. City Code Amendment.

City Code Chapter 72, "Unified Development Ordinance," Article V, Development Standards, Section 72-53, "Parking," is amended as follows:

1. **Section 72-53.1, "Off-street parking and loading,"** shall be amended as follows:

Sec. 72-53.1. Off-street parking and loading.

- A. Purpose and intent. The purpose of this section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demand of the different uses allowed by this chapter. The standards in this section are intended to provide for adequate off-street parking while allowing the flexibility needed to accommodate alternative solutions. The standards encourage pedestrian-oriented development in downtown and commercial centers, while avoiding excessive paved surface areas, promoting low impact development, where appropriate, and safeguarding historic resources.

B. Applicability.

1. General. These off-street parking and loading standards shall apply with respect to the use of land, buildings and structures within the City.
2. Exemptions. The following activities are exempt from the requirements of this § 72-53.1:
 - (a) Re-striping an existing parking lot, which does not create a deficit in the number of required parking spaces, or other nonconformity with the requirements of this § 72-53.1;
 - (b) Rehabilitation or re-use of an historic building;
 - (c) A lot of record, vacant or otherwise, that existed on or before April 25, 1984, and has a residential zoning designation on the Zoning Map;
 - (d) On-street parking that directly abuts a lot may be credited once to the off-street parking requirements for the abutting lot. The Zoning Administrator shall maintain a record of all on-street parking spaces that have been credited towards any particular lot; ~~and~~
 - (e) Changes in use *in the CD and CM zoning districts* shall be exempted from the requirement to provide additional on-site parking spaces beyond those that existed prior to the change in use;
 - (f) *The first 1500 square feet of Commercial or Institutional uses that are in the CD, CM, CT, or Planned Development zoning districts, or where Form Based Code standards are applied and that have required parking based on square footage. This exemption shall not apply where a Shared Parking Factor calculation is used; and*
 - (g) *Outdoor seating for Eating Establishments.*

C. Off-street parking requirements.

1. Parking plan required. A parking plan shall be required in connection with every proposed development, for every proposed change in use of land, buildings or structures, and for every proposed alteration of a building or structure. The parking plan shall accurately designate the required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development the facilities are designed to serve.
2. Minimum number of spaces required. Unless otherwise expressly stated in this section or approved through an alternative parking plan, the minimum number of off-street parking spaces shall be provided in accordance with Table 72-53.1C(2), Minimum Off-Street Parking Standards.

- (a) Spaces meeting only the dimensional requirements for compact cars or motorcycles ~~are not~~ *may be* credited for compliance with *up to 15%* of the minimum number of parking space standards in this table.
- (b) *The Shared Parking Factor Table shall be applied to the number of parking spaces required by Table 72-53.1C(2) when at least two or more function uses are present in a development in the C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied.*

SHARED PARKING FACTOR

Function	with		Function
RESIDENTIAL			RESIDENTIAL
LODGING			LODGING
OFFICE			OFFICE
RETAIL			RETAIL

1	1	1	1
1.1	1.1	1.1	1.1
1.4	1.4	1.4	1.4
1.7	1.7	1.7	1.7
1.2	1.2	1.2	1.2
1.3	1.3	1.3	1.3
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Table 72-53.1C(2): Minimum Off-Street Parking Standards

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
Residential use classification		
Household living	Dwelling, duplex	1.5 per DU
	Dwelling, live/work	1 per DU
	Dwelling, mobile home	2 per DU
	Dwelling, multi-family	4.5 1.75 per DU + 1 per every 5 units <i>or 1 per DU in C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied</i>
	Dwelling, single-family attached	4.5 1.75 per DU + 1 per every 5 units <i>or 1.5 per DU in C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied</i>
	Dwelling, single-family detached	2 per DU; 1 per DU on infill lots
	Dwelling, upper story	0.5 per DU <i>see Dwelling, multi-family</i>
Group living	Convent or monastery	1 per every 500 sf
	Dormitory	1 per every 2 resident beds
	Fraternity or sorority	1 per resident bed
	Group homes	1 per every 2 resident beds
	Institutional housing	1 per every 3 beds
Institutional use classification		
Community services	Art center and related facilities	1 per every 300 335 sf
	Community center	1 per every 300 335 sf
	Cultural facility	1 per every 300 335 sf
	Library	1 per every 300 335 sf
	Museum	1 per every 500 sf
	Social service delivery	1 per every 300 335 sf
Day care	Adult day-care center	1 per every 300 sf
	Child-care center	1 per every 325 sf

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
Educational facilities	College or university	1 per every 900 sf
	School, elementary	1 per classroom + 10
	School, middle	1 per classroom + 10
	School, high school	1 per every 300 sf
	Vocational or trade school	1 per every 300 sf
Government facilities	Courthouse	65 per courtroom
	Government facility	1 per every 600 sf
	Government office	1 per every 300 335 sf or 1 per every 500 sf in the C-D, C-M, or Planned Development zoning districts
	Post office	1 per every 200 250 sf
Health care facilities	Hospital	1 per every 3 inpatient beds
	Medical laboratory	1 per every 400 sf
	Medical treatment facility	1 per every 300 335 sf
Institutions	Assisted living facility	1 per every 3 patient beds
	Auditorium, conference, and convention center	1 per every 400 sf
	Club or lodge	1 per every 300 sf
	Continuing care retirement community	1 per every 3 beds
	Nursing home	1 per every 3 patient beds
	Religious institution	1 per every 6 seats in worship area
Parks and open areas	Arboretum or botanical garden	See §72-53.1C(3)
	Community garden/gardening, non-commercial	See §72-53.1C(3)
	Community garden/gardening, commercial	See §72-53.1C(3)
	Cemetery, columbaria, mausoleum	See §72-53.1C(3)

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Park, playground, or plaza	See §72-53.1C(3)
Public safety	Swimming pool, public or private	See §72-53.1C(3)
	Fire/EMS facility	See §72-53.1C(3)
	Police station	See §72-53.1C(3)
Transportation	Airport	See §72-53.1C(3)
	Heliport	See §72-53.1C(3)
	Passenger terminal (surface transportation)	See §72-53.1C(3)
Utilities	Data center	4 parking spaces for the first 4,000 sf and a maximum of 1 parking space for every additional 6,000 sf
	Small data center	1 parking space per 1,000 sf
	Solar array	None
	Telecommunications facility, structure	None
	Telecommunications facility, co-location	None
	Telecommunications tower, freestanding	None
	Utility, major	1 per every 1500 sf
	Utility, minor	None
Commercial use classification		
Adult entertainment		1 per every 300 sf
	Animal care	<i>1 per every 335 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts</i>
	Animal grooming	<i>1 per every 300 335 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts</i>

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Animal shelter/kennel	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts
	Veterinary clinic	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts
	Bakery	1 per every 240 sf
Eating establishments	Restaurant, fast-food	1 per every 100 sf
	Restaurant, with indoor or outdoor seating	1 per every 180 sf
	Specialty eating establishment	1 per every 240 sf
	Microbrewery/taproom	1 per every 240 sf for food/beverage preparation and consumption area
		1 per every 1000 sf for brewery operations area
Offices	Business and professional services	1 per every 300 335 sf or 1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts
	Medical and dental	1 per every 300 335 sf
Parking, commercial	Parking lot	None
Recreation, Indoor	Fitness center	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
	Theater	1 per every 4 seats
	Arena or stadium	1 per every 4 seats
Recreation, Outdoor	Golf course	3 per hold
	Marinas	1 per slip or mooring
	Recreation, outdoor	See 72-53.1C(3)

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Artist studio	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
Retail sales and services	Auction house	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
	Convenience store (with gasoline sales)	1 per every 250 sf
	Convenience store (without gasoline sales)	1 per every 250 sf
	Crematorium	1 per 4 seats in main assembly room
	Financial institution	1 per every 300 sf or 1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts
	Funeral home	1 per 4 seats in main assembly room
	Gasoline sales	1 per every 300 sf
	Grocery store	1 per every 300 sf
	Historic dependency limited office retail	1 per every 300 sf or 1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts
	Laundromat	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
	Lumber/building materials	1 per every 300 sf
	Open-air market	See 72-53.1C(3)
	Personal services establishment	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Pharmacy	1 per every 200 250 sf
	Plant nursery	1 per every 500 sf
	Repair establishment	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
	Retail sales establishments, including groups of two or more commercial uses	<60,000 sf: 1 per every 300 sf 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts 60,000 sf to 100,000 sf: 1 per every 400 sf >100,000 sf: 1 per every 450 sf
	Shopping center	<60,000 sf: 1 per every 300 sf 60,000 sf to 100,000 sf: 1 per every 400 sf >100,000 sf: 1 per every 450 sf See Retail sales establishments
	Tattoo parlor/body piercing establishment	1 per every 300 sf or 1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts
Seasonal events	All	See 72-53.1C(3)
Vehicle Sales and Service	Automobile sales or rentals	1 per every 300 500 sf of building area + 1 per every 5,000 sf of outdoor display area
	Automobile towing and impoundment	1 per every 500 sf + storage area
	Car wash	1 per every 500 sf
Visitor accommodations	Bed-and-breakfast inn	2 spaces + 1 per guest bedroom
	Historic dependency lodging	1 per every guest room
	Hotel or motel (including extended stay)	1 per every guest room + 75% of spaces required for on-site accessory uses

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
Industrial use classification		
Industrial services	Contractor office	See 72-53.1C(3)
	Equipment rental and sales	1 per every 400 sf
	General industrial service/repair	1 per 1,500 sf
	Research and development	1 per every 800 sf
	Abattoir	See 72-53.1C(3)
Manufacturing and production	Manufacturing, heavy	1 per every 1,000 sf
	Manufacturing, light	1 per every 1000 sf
	Bulk storage	1 per every 2,500 sf
Warehousing and Storage	Outdoor storage (as a principal use)	See 72-53.1C(3)
	Self-service storage	1 per every 100 units
	Freight terminal	1 per every 2,000 sf
	Warehouse (distribution)	1 per every 2,500 sf
Waste-Related Services	Incinerator	See 72-53.1C(3)
	Recycling center	1 per every 500 sf
Wholesale Sales	All uses	1 per every 1,000 sf

- (3) Uses with variable parking demand characteristics. Wherever Table 72-53.1C(2) includes a reference to this § 72-53.1C(3), the specified uses have widely varying parking and loading demand characteristics, making it difficult to establish a single off-street parking or loading standard. Upon receiving a development application for a use subject to this subsection, the Zoning Administrator is authorized to apply the off-street parking standard in the table that is deemed most similar to the use, or establish the off-street parking requirements by reference to standard parking resources published by the National Parking Association or the American Planning Association. Alternatively, the Zoning Administrator may require the applicant to submit a parking demand study that justifies estimates of parking demand based on the recommendations of the Institute of Traffic Engineers (ITE), and includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

- (4) Maximum number of spaces permitted. Commercial and ~~institutional~~ *industrial* uses identified in Table 72-53.1C(2), Minimum Off-street Parking Standards, shall be limited in the maximum number of parking spaces that can be provided, in accordance with the following standards:
- (a) Except as allowed in this subsection, commercial and industrial uses of 1,000 square feet in area or larger listed in Table 72-53.1C(2), Minimum Off-Street Parking Standards, shall not exceed 125% of the minimum number of parking spaces required in the table.
 - (b) Through approval of an alternative parking plan in accordance with § 72-53.3A, Provision over the maximum allowed, commercial and industrial uses over 1,000 square feet in area or larger may provide up to a maximum of 175% of the minimum number of parking spaces required in the table.
 - (c) Provision of more than ~~47~~ 175% of the minimum number of parking spaces for commercial and industrial uses over 1,000 square feet in area shall require approval of a special exception in accordance with § 72-22.7, Special exception.
- (5) Stacking spaces. In addition to meeting the off-street parking standards in Table 72-53.1C(2), Minimum Off-Street Parking Standards, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service shall provide the minimum number of stacking/standing spaces established in Table 72-53.1C(5), Required Stacking Spaces.

[Figure 72-53.1C(5), "Stacking Spaces," is not amended.]

Table 72-53.1C(5): Required Stacking Spaces is amended, to clarify that the "Minimum Number of Stacking Spaces" for a "Restaurant, with drive-through service," is 3 per *order* window and 3 per *order* board.

D. Configuration

- (1) General standards for off-street parking, stacking, and loading areas.
 - a. Use of parking area, stacking area, or loading space. All vehicular parking spaces, stacking spaces, internal aisles and other circulation areas, and loading areas required by this section shall be referred to as "vehicular use area" and shall be used only for their intended purposes. Any other use, including, but not limited to, vehicular storage, vehicle sales, vehicular repair work, vehicle service, or display of any kind, is prohibited.

- b. Identified as to purpose and location. Except for single-family detached and duplex dwellings, off-street parking areas consisting of three or more parking spaces and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas and distinguishing such spaces and areas from aisles or other vehicular use areas.
- c. Surfacing.
 - 1. Except for single-family detached and single-family attached dwellings, and duplexes, and as provided for in § 72-53.3G, "Alternative materials," all off-street parking, loading, and circulation areas shall be surfaced with asphalt, concrete, brick, crushed stone (within floodplain areas), pavers, aligned concrete strips, or an equivalent material. These materials shall be maintained in a smooth, well-graded condition.
 - 2. Overflow parking, and parking for temporary, special and seasonal events may take place on grass surfaces.
- d. Arrangement.
 - 1. Convenient access.
 - a. All off-street parking, loading, and circulation areas shall be arranged to facilitate access by and safety of both pedestrians and vehicles.
 - b. Except for single-family detached and duplex dwellings, off-street parking areas shall be arranged so that no parking or maneuvering incidental to parking shall occur on a public street or sidewalk, and so that an automobile may be parked and un-parked without moving another automobile (except as provided in § 72-53.3.F, Valet and tandem parking).
 - 2. Backing onto streets prohibited. Except for parking areas serving single-family detached dwellings, all off-street parking, loading, and circulation areas shall be arranged so that no vehicle is required to back from such areas directly onto a public street. Vehicular access ways and vehicular use areas on private lands are not considered public streets.

3. Easements. No off-street parking, ~~or loading, or circulation~~ area shall be located within an easement without the written consent of the person or agency that holds the easement, unless already provided for by an existing easement agreement.

[Subsections 72-53.1(D)(1)(e) “Drainage,” (f) “Exterior lighting,” (g) “Landscaping,” (h) “Curbs and motor vehicle stops,” (i) Maintained in good repair, and (j) “Construction of off-street parking and loading areas,” and 72-53.1(D)(2) “Dimensional standards,” are not amended.]

- (3) Accessible parking spaces for physically disabled persons *shall be provided in accord with the most recent version of the Virginia Construction Code, section 116.* [The remainder of this subsection – (a) through (h) -- is repealed.]

[Subsection 72-53.1(D)(4), “Location,” is not amended.]

E. Loading spaces. [Subsection 1 and Table 72-53.1E(1) are not amended.]

(2) Standards.

[Subsection (a) is not amended.]

(b) Location. Where reasonably practical, loading areas:

1. Shall be located to the rear of the use they serve;
2. Shall be located adjacent to the buildings’ loading doors, in an area that promotes their practical use;
3. Shall not be located within a front yard area;
4. Shall not be located within 40 feet of the nearest point of a public street intersection serving the loading approach; ~~and~~
5. Shall not be located within 60 feet of a residential zoning district; *and*
6. *In the C-D and C-M zoning districts, loading berths may be located in the public right of way as a curb parking space between 5:00 a.m. and 11:00 a.m., if approved by the Public Works Director. The minimum width is reduced to eight feet. Such loading berths shall also serve as pick-up/delivery areas.*

[The remainder of 72-53.1 is not amended.]

2. Section 72-53.2, “Parking standards for single-family development,” is amended as follows:

Sec. 72-53.2. Parking standards for single-family development.

Off-street parking serving single-family detached, duplex, and single-family attached dwellings and located within front yard and/or corner side yard areas shall comply with the following standards:

- A. Authorized vehicles. Only the following vehicles may be parked in single-family residential districts: passenger vehicles designed to transport 15 or fewer passengers, including the driver; pickup trucks and sport utility vehicles with a gross vehicle weight of less than 10,000 pounds; or any vehicle used by an individual solely for his own personal purposes, such as personal recreational activities.
- B. Parking in vehicular use area required. All licensed and operable vehicles, whether parked or stored, shall be located in a vehicular use area, unless the required off-street parking has been waived by the Zoning Administrator.
- C. Maximum area available for vehicular use.
 1. Except for lots of record smaller than 6,000 square feet in the R-4 District, vehicular use areas located within the first 40 feet of the *primary* front or ~~corner side~~ *secondary front* yard (as measured from the edge of the street right-of-way) shall be limited to the greater of 33% of the entire *primary* front and/or ~~corner side~~ *secondary front* yard area, or 750 square feet. Nothing in this subsection shall be construed to limit the size of the vehicular use area located beyond the first 40 feet of a *primary* front or ~~corner side~~ *secondary front* yard area.
 2. Vehicular use areas on lots of record smaller than 6,000 square feet in the R-4 District shall be limited to 33% of the entire front and/or corner side area.

[Subsections D “Surfacing,” and E “Dimensions,” are not amended.]

**3. Section 72-53.3, “Alternative parking plans,” is amended as follows:
Sec. 72-53.3. Alternative parking plans.**

The Zoning Administrator is authorized to approve an alternative parking plan as an element of a site plan, as set forth within this section. The alternative parking plan may include a combination of one or more of the following parking alternatives for a single use. Reductions in the minimum number of required parking spaces in order to preserve the root zones of existing, healthy specimen trees in accordance with § 72-55.6, Trees, shall not require approval of an alternative parking plan.

- A. Provision over the maximum allowed. The Zoning Administrator may approve an alternative parking plan that authorizes a number of off-street parking spaces in excess of the required by § 72-53.1C(4), Maximum number of spaces permitted, in accordance with the following:
1. Parking demand study. Requests to exceed the maximum number of required off-street parking spaces shall be accompanied by a proposed parking plan, including a parking demand study performed by a professional who is licensed or demonstrated technical expertise to prepare such a study. The purpose of the parking demand study is to provide data and supporting analysis in support of the applicant's contention that the parking spaces required by § 72-53.1C(4), Maximum number of spaces permitted, will be insufficient for the proposed development. In addition to the parking demand study, the requesting party may provide other relevant and appropriate data supporting his request.
 2. Minimum additional spaces allowed. The maximum number of off-street spaces allowed shall be limited to the minimum number of additional spaces deemed necessary, according to the parking demand study referenced above, or other relevant and appropriate data.
- ~~B. Shared parking. The Zoning Administrator may approve an alternative parking plan that reduces the individual parking requirements for two or more uses, through use of shared parking facilities. Requests for shared parking shall comply with the following standards:~~
- Off-site parking. The Zoning Administrator may approve an alternative parking plan that authorizes off-site parking. Generally, all off-street parking areas shall be provided on the same parcel of land as the use to be served. Off-street parking may be located on another parcel of land ("off-site" parking), if there are practical difficulties in locating the parking area on the same parcel or the public welfare, safety, or convenience is better served by off-site parking. Off-site parking shall comply with the following standards:*
1. Location.
 - a. Except for shared parking located within a parking structure or served by a parking shuttle, shared parking spaces shall be located within 1,000 feet of the primary entrance of all uses served.
 - b. Shared parking located within a parking structure or served by a shuttle shall be located within 2,000 feet of the primary entrance of all uses served.

- c. Shared parking spaces shall not be separated from the use they serve by an arterial or collector street, unless the shared parking area or parking structure is served by an improved pedestrian crossing.
2. Pedestrian access. Adequate and safe pedestrian access, *which complies with all applicable ADA requirements*, shall be provided from and to the ~~shared off-site~~ parking areas.
- ~~3. Timing. Two or more uses sharing parking spaces shall have staggered peak usage times.~~
- ~~4. Maximum shared spaces. The maximum reduction in the total number of parking spaces required for all uses, in the aggregate, sharing the parking area shall be 50%. The percentage may be increased to 60% if the uses share parking spaces located within a parking structure.~~
3. Directional signage. When determined necessary by the Zoning Administrator, due to distance, indirect locations, or visual barriers, directional signage that complies with the standards of this chapter shall be provided to direct the public to the ~~shared off-site~~ parking spaces.
- ~~6. Shared parking plan.~~
 - a. ~~Justification. Those requesting to use shared parking as a means of satisfying the off-street parking standards must submit a proposed parking plan, including a parking demand study prepared by a professional who is licensed to prepare such a study. The purpose of the study shall be to provide data and supporting analysis demonstrating the feasibility of the proposed shared parking facilities. The parking demand study shall include information on the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces. Additionally the requesting party may submit other relevant and appropriate data supporting the request.~~
4. Recorded agreement. If approved, ~~an shared parking arrangement~~ *off-site parking facility* shall be described and made binding upon the all owners of record of the subject properties, within a written agreement prepared in a form suitable for recording among the City's land records. A signed and attested copy of the ~~shared off-site~~ parking agreement between the owners of record must be recorded with the Clerk of the Circuit Court. Recordation of the agreement shall occur prior to the issuance of any occupancy permit for any premises to be served by the ~~shared off-site~~ parking area. ~~An shared off-site~~ parking agreement may be revoked only if all

required off-street parking spaces are provided in accordance with the requirements of Table 72-53.1C(2), Minimum Off-Street Parking Standards.

5. Duration. ~~An shared~~ *off-site* parking agreement shall run with the land, and shall be and remain in effect until revoked or revised by the parties thereto. In the event the parking requirements for the subject properties change (increase) following recordation of the agreement, due to any change in use(s) or structural alterations of buildings or structures containing such uses, then the City may require the parking plan for the properties to be updated, which may include, but is not limited to, a revision of the ~~shared~~ *off-site* parking agreement.

~~C. Off-site parking for nonresidential uses. The Zoning Administrator may approve an alternative parking plan that authorizes off-site parking for nonresidential uses. Generally, all off-street parking areas for any nonresidential use shall be provided on the same parcel of land as the use to be served. Off-street parking for nonresidential uses may be located on another parcel of land ("off-site" parking), if there are practical difficulties in locating the parking area on the same parcel or the public welfare, safety or convenience is better served by off-site parking. Off-site parking for nonresidential uses shall comply with the following standards:~~

- ~~1. Maximum distance. Off-site parking shall be located no more than 1,500 feet from the use it is intended to serve.~~
- ~~2. Pedestrian way required. A pedestrian way that complies with all applicable ADA requirements, and is not more than 1,500 feet in length, shall be provided from the off-site parking area to the use it serves.~~
- ~~3. No undue hazard. The off-site parking area shall be convenient to the use it serves without causing unreasonable:
 - ~~a. Hazard to pedestrians;~~
 - ~~b. Hazard to vehicular traffic;~~
 - ~~c. Traffic congestion;~~
 - ~~d. Interference with commercial activity or convenient access to other parking areas in the vicinity;~~
 - ~~e. Detriment to the appropriate use of business lands in the vicinity; or~~
 - ~~f. Detriment to any abutting residential neighborhood.~~~~
- ~~4. Recorded agreement. If approved, off-site parking facilities shall be described and be made binding upon both the owner of land where parking is located and the applicant seeking off-site parking, within a written agreement signed by the property owners. The agreement shall be set forth within a document suitable for recording among the City's land records. A signed and attested copy of the off-site parking agreement must be recorded with the Clerk of the Circuit Court. Recordation of the agreement shall take place prior to issuance of any certificate of occupancy for any premises to be served by the off-site~~

~~parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces are provided in accordance with the requirements of Table 72-53.1C(2), Minimum Off-Street Parking Standards.~~

- C. Parking reductions. The Zoning Administrator may approve an alternative parking plan ~~that includes waiver of parking, in accordance with this subsection. An applicant may submit a request to waive the construction of up to 30% of~~ *to reduce* the number of parking spaces required in Table 72-53.1C(2), Minimum Off-Street Parking Standards *and the Shared Parking Factor Table*. The applicant shall demonstrate ~~through submission of relevant and appropriate data and information that, because of the location, nature, or mix of uses,~~ there is a reasonable probability the number of parking spaces actually needed to serve the development is less than the minimum required by Table 72-53.1C(2), Minimum Off-Street Parking Standards *and the Shared Parking Factor Table*. *The application shall include relevant and appropriate data and information, including location, nature, or mix of uses, The application shall be accompanied by a plan that shows the location and number of parking spaces that will be provided, and a parking demand study prepared by a professional who is licensed to prepare such a study. The study shall provide data and supporting analysis demonstrating the feasibility of the proposed shared parking facilities. The parking demand study shall include information on the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces. The applicant may submit other relevant and appropriate data supporting the request.*

D. Downtown Parking, *Transit, and Bicycle* Fund.

1. An applicant may meet up to 50% of the parking requirement for a use in the ~~the Downtown Parking, Transit, and Bicycle District~~ through the payment of a standard amount per *surface* parking space established by City Council. *An applicant may meet 51% to 70% of the parking requirement through the payment of an amount equal to twice the standard amount per surface parking space, 71% to 85% of the requirement through payment of three times the standard amount, 86% to 100% of the requirement through payment of four times the standard amount.* The Zoning Administrator is authorized to grant this reduction. The applicant may combine this reduction with one or more of the foregoing parking alternatives to reduce the number of required on-site parking spaces to zero. The credit for an off-street parking requirement met in this manner shall run with the land. No refund of any payment shall be made when there is a subsequent change of use that requires less parking.
2. The fee shall be collected by the Zoning Administrator as a condition to site plan approval. Payment of this fee does not guarantee that parking spaces will be constructed for the sole use of or in the immediate proximity of a particular

development. It will not guarantee the availability of parking specifically for the development. Funds collected from such payment shall be deposited by the City in a special ~~parking~~ fund and shall be used *in the Downtown Parking, Transit, and Bicycle District* to:

- a. Provide additional off-street public parking ~~to serve the Downtown Parking District;~~
 - b. Acquire land for such parking through purchase, lease, or license;
 - c. Develop land to make it suitable for public parking;
 - d. Replace existing municipal parking lots with public parking structures;
~~or~~
 - e. Engage in projects that increase the amount of available public parking spaces or reduce dependence upon the automobile and thereby reduce parking demand;:
 - f. *Improve transit/ shuttle facilities or services; or*
 - g. *Improve bicycle facilities and services.*
3. The collection of the fee shall not obligate the City to provide off-street parking for any particular location. In order to provide a logical and cost effective construction of parking improvement, projects funded through this fee may be phased and may be constructed such that the public parking spaces do not directly serve the parcels from which the fee was collected.

[Figure 72-53.3E. Downtown Parking District, is repealed and replaced with new Figure 72-53.3E, “Downtown Parking/Transit/Bicycle District,” attached.]

- F. Valet and tandem parking. The Zoning Administrator may approve an alternative parking plan that includes valet and tandem parking, in accordance with this subsection. An off-street parking program utilizing limited valet and tandem parking may be allowed for uses listed under the commercial use classification in Table 72-53.1C(2), Minimum Off-Street Parking Standards, in accordance with the following standards:
1. The development served shall provide 75 or more parking spaces;

2. No more than 30% of the total number of spaces shall be designated as tandem; and
3. A valet parking attendant must be on duty during hours of operation.

[Subsection G, “Alternative materials,” is not amended.]

4. Section 72-53.4, “Bicycle parking,” is amended as follows:

Sec. 72-53.4. Bicycle parking.

Lots used for *multifamily* residential development with 30 or more dwelling units, and *Institutional or Commercial nonresidential* development with 5,000 or more square feet of gross floor area, shall provide individual or shared bicycle parking facilities in accordance with the following standards. ~~Nonresidential~~ *Institutional or commercial* uses of up to 30,000 square feet in size may share bicycle parking facilities in accordance with this section.

A. General standards.

1. Bicycle parking facilities shall be conveniently located, but in no case shall such facilities be located more than 150 feet from the primary building entrance. *Facilities for Institutional or Commercial uses may be located in the public right of way with the approval of the Public Works Director.*
2. Bicycle parking spaces shall be provided at the rate of one bicycle parking space for every 30 *multifamily* residential dwelling units and/or every 5,000 square feet of ~~nonresidential~~ *Institutional or Commercial* floor area.

B. Bicycle rack required. Bicycle parking facilities shall incorporate a rack or other similar device intended for the storage of bicycles *located on a solid surface.*

C. Shared bicycle parking. ~~Nonresidential~~ *Institutional or Commercial* uses of 30,000 square feet in size or less may share bicycle parking spaces provided:

1. Each use provides or is served by improved pedestrian access from the bicycle parking facility to the primary building entrance; and
2. The shared bicycle parking facility and improved pedestrian access is depicted on a site plan.

SEC. III. Effective Date.

This ordinance is effective immediately.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Approved as to form:

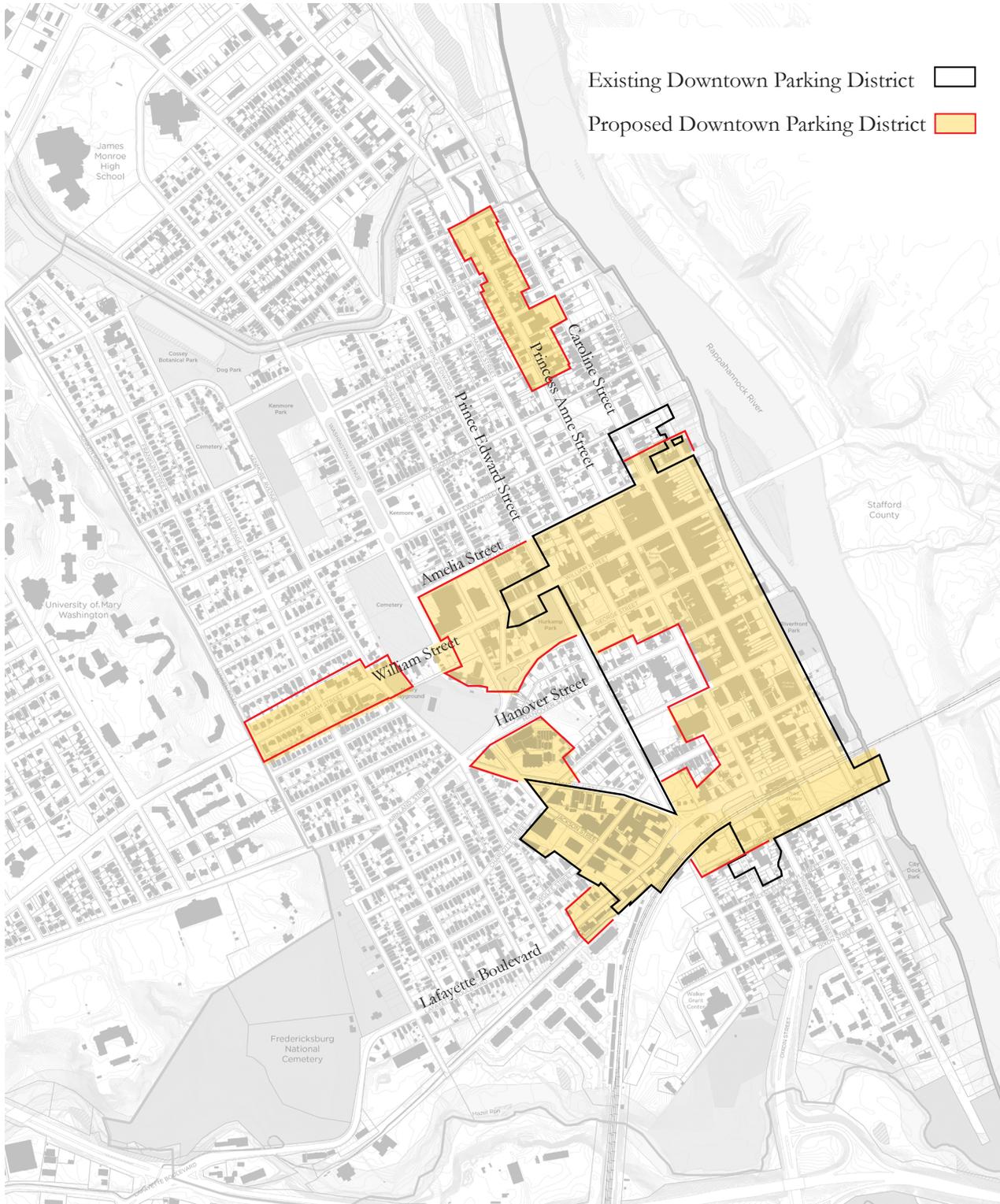
Kathleen Dooley, City Attorney

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Ordinance No. 20- duly adopted at a meeting of the City Council meeting held Date, 2020 at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council

PART III



SMARTCODE

TABLES 10 & 11. BUILDING FUNCTION & PARKING CALCULATIONS

Municipality

TABLE 10: Building Function. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	T2 T3	T4	T5 T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	Restricted Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	Restricted Office: The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	Limited Retail: The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 12	See Table 12	See Table 12
f. OTHER	See Table 12	See Table 12	See Table 12

TABLE 11: Parking Calculations. The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 10)		
	T2 T3	T4	T5 T6
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

