

Motion and
Statement of Consistency with Comprehensive Plan
UDO-261

I move that the following statement be adopted in support of a *Motion to Approve* Zoning Text Amendment UDO-261.

The zoning text amendment, proposed by the City-County Planning and Development Services staff to revise Chapter B, Article III of the Unified Development Ordinances (UDO) to amend parking, stacking and loading area regulations, and landscaping and tree preservation standards, is in conformance with the recommendations of the Legacy Comprehensive Plan and is reasonable and in the public interest because:

1. The proposed text amendment attempts to address deficiencies in the current ordinance to encourage appropriate, but not excessive parking areas, while maintaining development flexibility; and
2. The proposed text amendment also encourages more opportunities for walking and bicycling between businesses and places of residence; and
3. The proposed text amendment also promotes the ancillary benefits of reduced paved surfaces such as reduced stormwater runoff and cooler ambient temperatures.

Based on the foregoing Statement, I move adoption of UDO-261.

Second:

Vote:

FORSYTH COUNTY
BOARD OF COMMISSIONERS

MEETING DATE: October 12, 2015 AGENDA ITEM NUMBER: _____

SUBJECT:-

- A. Public Hearing on an Ordinance Amendment Proposed by the City-County Planning and Development Services Staff to Revise Chapter B of the *Unified Development Ordinances* to Amend Parking, Stacking and Loading Areas, and Landscaping and Tree Preservation Standards in Accordance with *Legacy 2030* Update Recommendations (UDO-261)

- B. Ordinance Amendment Proposed by the City-County Planning and Development Services Staff to Revise Chapter B of the *Unified Development Ordinances* to Amend Parking, Stacking and Loading Areas, and Landscaping and Tree Preservation Standards in Accordance with *Legacy 2030* Update Recommendations

COUNTY MANAGER'S RECOMMENDATION OR COMMENTS:-

SUMMARY OF INFORMATION:-

See attached staff report.

After consideration, the Planning Board recommended approval of the zoning text amendment.

ATTACHMENTS:- YES NO

SIGNATURE: _____ DATE: _____

UDO-261
AN ORDINANCE AMENDMENT PROPOSED BY
PLANNING AND DEVELOPMENT SERVICES STAFF TO REVISE
CHAPTER B OF THE *UNIFIED DEVELOPMENT ORDINANCES*
TO AMEND PARKING STACKING AND LOADING AREAS AND
TREE PRESERVATION STANDARDS IN ACCORDANCE WITH
***LEGACY 2030 UPDATE* RECOMMENDATIONS**

Be it ordained by the Board of Commissioners of Forsyth County, North Carolina, that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B—Zoning Ordinance, Article III—Other Development Standards is amended as follows:

3-3 PARKING, STACKING, AND LOADING AREAS

3-3.1 GENERAL REQUIREMENTS

- (A) **Parking, Stacking, and Loading Areas Required.** In all districts except the CB and CI Districts, every use of a building, structure, or piece of land hereafter erected, modified, enlarged, or increased in capacity, shall provide off-street parking, stacking, and loading in compliance with this section, unless otherwise provided in this Ordinance.
- (B) **Change in Size.** Only those portions of existing buildings or structures enlarged after the adoption of this Ordinance shall comply with the requirements of this section.
- (C) **Changes in Use.** If a change in principal use causes an increase in the required number of off-street parking, stacking, or loading spaces, such additional spaces shall be provided in accordance with the requirements of this section. However, if the change in use requires an increase of less than five percent (5%) in the required number of spaces, no additional off-street parking, stacking, or loading spaces shall be required.

Section B.5-4.3(E) allows parking exceptions for changes of use in older nonresidential structures that are nonconforming as to off-street parking requirements in GMA 1 and GMA 2.

- (D) **Use for No Other Purpose.** Land used to provide required parking, stacking, and loading shall not be used for any other purposes except for temporary events.
- (E) **Separation of Parking and Loading Areas.** No loading area or access drive to serve such loading area shall be considered as required parking area. No parking area or access drive to serve such parking area shall be considered as required loading area.
- (F) **Maintenance and Operation**
 - (1) **Maintenance.** All parking, stacking, and loading areas shall be permanently maintained by the owners or occupants for as long as the principal use exists.
 - (2) **Operation.** All required parking areas shall be used exclusively for the parking of vehicles. Parking areas shall not be used for the storage of merchandise, location of dumpsters, or for the storage or repair of vehicles or equipment. Parking areas shall not be used for the sale of merchandise except on a temporary basis for special events.

- (G) Access. The principal access to all parking, stacking, and loading areas shall have vehicular access to a publicly dedicated street, road or highway maintained by either the North Carolina Department of Transportation or the responsible municipality. Alleyways may be used for secondary access and maneuvering areas.
- (H) Prohibited Locations. No parking, stacking, or loading area, access drive or driveway shall be located over a sand filter or nitrification field.

3-3.2 OFF-STREET PARKING REQUIREMENTS

(A) Number of Spaces. Table B.3.8 contains the minimum parking requirements for motor vehicles and bicycles. Special requirements applicable to new uses constructed after the effective date of this Ordinance are provided in the *Motor Vehicle Parking Spaces* under the *Notes* column where appropriate. (Refer to Section B.2-5 Use Conditions for possible additional requirements.) When the number of spaces provided exceeds 175% of the minimum required parking, supplemental landscaping shall be required in accordance with Section 3-4.3 (C)(5) Distance of Parking Spaces to Trees.

There are no supplemental landscaping requirements for bicycle spaces. Bicycle parking requirements are only applicable to Growth Management Areas (GMAs) 1, 2, and 3 and are not applicable to GMAs 4 and 5. Property owners may voluntarily choose to exceed the maximum number of bicycle spaces required by Table B.3.8 (See Section 3-3.5 (G) (3) for possible motor vehicle space reduction incentives).

Table B.3.8 MOTOR VEHICLE AND BICYCLE PARKING SPACE REQUIREMENTS		
PRINCIPAL USES (Legend at end of table).	MOTOR VEHICLE PARKING SPACES	BICYCLE PARKING SPACES-- Applicable to Growth Management Areas (GMAs) 1, 2, and 3 only.
	MINIMUM REQUIREMENTS NOTES: (<u>Supplemental landscaping required if parking exceeds 175% of minimum requirements.</u>)	REQUIREMENTS <u>If not exempt: (Minimum—2 spaces, Maximum—20 spaces, unless otherwise specified. No supplemental landscaping required.)</u>
RESIDENTIAL USES		
Residential, Single Family	2 spaces per dwelling unit.	Exempt
Residential, Duplex	(See Section B.2-5, Use Conditions, for possible additional requirements.)	
Residential, Twin Home		

Multifamily, Efficiency	1 space per dwelling unit. (All visitor spaces shall be designated "visitor only". Single room occupancy (SRO) facilities are considered efficiencies.)	<u>0.125 spaces per dwelling unit in development;</u> <u>2 space minimum per building,</u> <u>20 space maximum per development. When development has 10 or more individual buildings, a maximum of 2 spaces may be allowed for each of 10 selected buildings.</u>
Multifamily, 1 Bedroom	1.5 spaces per dwelling unit. (See Section B.2-5, Use Conditions, for possible additional requirements.)	
Multifamily, 2 Bedroom	1.75 spaces per dwelling unit. (See Section B.2-5, Use Conditions, for possible additional requirements.)	
Multifamily, 3 Bedroom	2 spaces per dwelling unit. (See Section B.2-5, Use Conditions, for possible additional requirements.)	
Multifamily, 4 Bedrooms or more	3 spaces per dwelling unit. (See Section B.2-5, Use Conditions, for possible additional requirements.)	
Multifamily, Elderly	0.75 spaces per dwelling unit. (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Townhouse	See multifamily requirements	<u>Exempt</u>
Manufactured Home, Class A	2 spaces per manufactured home	<u>Exempt</u>
Manufactured Home, Class B		
Manufactured Home, Class C		
Manufactured Home, Class D		
Boarding or Rooming House	1 space per bedroom + 1 space per employee on largest shift	<u>Exempt</u>
Combined Use	Spaces required based on sum of principal uses	<u>Spaces required based on sum of principal uses</u>
Family Group Home A	2 spaces + 1 space per employee on largest shift	<u>Exempt</u>

Family Group Home B	0.33 spaces per resident	<u>Exempt</u>
Family Group Home C	0.25 spaces per resident	<u>Exempt</u>
Fraternity or Sorority	1 space per bedroom + 1 space per employee on largest shift	<u>2 spaces</u>
Group Care Facility	0.25 spaces per resident. (Parking shall not be located within the required front yard setback.)	<u>Exempt</u>
Life Care Community	Spaces required based on sum of principal uses (except 1 space per single family, duplex, twin home, or townhouse dwelling unit)	<u>Spaces required based on sum of principal uses.</u>
Manufactured Housing Development	1.5 spaces per manufactured home. (A minimum of one space shall be located within the applicable manufactured home space. Additional required parking may be located in group parking areas no further than 150 feet from units being served.)	<u>Exempt</u>
Planned Residential Development	Spaces required based on sum of principal use minimums	<u>Spaces required based on sum of principal use minimums</u>
Shelter for the Homeless	1 space + 1 space per employee on largest shift + 0.67 spaces per employee/ volunteer on largest shift	<u>Exempt</u>
AGRICULTURAL USES		<u>(ALL USES EXEMPT FROM BICYCLE PARKING)</u>
Agricultural Production, Crops (W)	None	<u>Exempt</u>
Livestock (W)	None	<u>Exempt</u>
Agricultural Production, Crops (F)	None	<u>Exempt</u>
Livestock (F)	None	<u>Exempt</u>
Agricultural Tourism (F)	Specific parking requirements shall be based on the UDO use classification most comparable to each Agricultural Tourism use being requested [Restaurant	<u>Exempt</u>

	(without drive-through service), etc.]. (See Section B.2-5, Use Conditions, for possible additional requirements.)	
Animal Feeding Operation	1 space + 1 space per employee on largest shift + 1 space per 300 SF GFA* of touring area	<u>Exempt</u>
Fish Hatchery	1 space + 1 space per employee on largest shift + 1 space per 300 SF GFA* of touring area	<u>Exempt</u>
RETAIL AND WHOLESALE TRADE		
Arts and Crafts Studio	1 space per 450 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Building Materials Supply	1 space per 575 SF GFA*	<u>Exempt</u>
Bulk Storage of Petroleum Products	1 space per 5,750 SF of land	<u>Exempt</u>
Convenience Store	1 space per 225 SF GFA*; restaurant area including seating area inside or outside of the building — 1 space per 100 SF GFA*	<u>1 space per 5,000 SF GFA, 2 space minimum, 20 space maximum</u>
Food or Drug Store	1 space per 225 SF GFA*	<u>1 space per 5,000 SF GFA excluding loading and storage areas, 2 space minimum, 20 space maximum</u>
Fuel Dealer	1 space + 1 space per employee on largest shift	<u>Exempt</u>
Furniture and Home Furnishings Store	1 space per 1,150 SF GFA*	<u>Exempt</u>
Motor Vehicle Dismantling and Wrecking Yard	1 space per 11,500 SF of land. (Customers may park outside the fenced area but not within the right-of-way. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Motorcycle Dealer	1 space per 575 SF GFA*	<u>Exempt</u>
Nursery, Lawn and Garden Supply Store, Retail	1 space per 450 SF GFA* indoors + 1 space per 650 SF GFA* in outdoor display and storage	<u>Exempt</u>

Outdoor Display Retail	1 space per 650 SF GFA*. (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Restaurant (without drive-through service)	1 space per 100 SF GFA*; restaurants with take-out service only (no seating) — 1 space per 225 SF GFA*	<u>1 space per 5,000 SF GFA, 2 space minimum, 20 space maximum</u>
Restaurant (with drive-through service)	1 space per 100 SF GFA*; restaurants with take-out service only (no seating) — 1 space per 225 SF GFA*. (See Section B.3-3.3 (F), stacking requirements.)	<u>1 space per 5,000 SF GFA, 2 space minimum, 20 space maximum</u>
Retail Store	1 space per 300 SF GFA*	<u>1 space per 5,000 SF GFA, 2 space minimum, 20 space maximum</u>
Shopping Center, Small Centers between 8,000 SF and 34,999 SF GFA*	1 space per 200 SF GFA*, or parking can be calculated as the minimum for each individual use	<u>1 space per 5,000 SF GFA, 2 space minimum, 7 space maximum</u>
Shopping Center, Centers between 35,000 SF GFA* and 250,000 SF GFA*	1 space per 275 SF GFA* (excludes walkways or other common or non-commercial areas)	<u>1 space per 10,000 SF GFA, 7 space minimum, 20 space maximum</u>
Shopping Center, Centers 250,000 SF GFA* or more	1 space per 300 SF GFA* (excludes walkways or other common or non-commercial areas)	<u>1 space per 20,000 SF GFA, 13 space minimum, 20 space maximum</u>
Wholesale Trade A	1 space per employee on largest shift + 1 space per 225 SF GFA* of retail space + 1 space per vehicle used in the operation	<u>Exempt</u>
Wholesale Trade B		
BUSINESS AND PERSONAL SERVICES		
Adult Establishment	1 space per 225 SF GFA* without live entertainment ; 1 space per 100 SF GFA* with live entertainment	<u>Exempt</u>
Banking and Financial Services	1 space per 225 SF GFA* for depository institutions; 1 space per 350 SF GFA* for non-depository institutions. (See Section B.3-3.3 (F), stacking requirements.)	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>

Bed and Breakfast	1 space + 1 space per room + 1 space per employee on largest shift. (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Building Contractors, General	1 space per 875 SF GFA*	<u>Exempt</u>
Building Contractors, Heavy	1 space per 875 SF GFA*	<u>Exempt</u>
Car Wash, Full Service	3 spaces per vehicle in wash bay + 1 space per employee on largest shift. (See Section B.3-3.3 (F), stacking requirements. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Self Service or Accessory	1 space + 1 space per bay. (See Section B.3-3.3 (F), stacking requirements. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
<u>Electronic Sweepstakes Operation</u>	<u>1 space per electronic sweepstakes machine + 1 space per employee</u>	<u>Exempt</u>
Entertainment Facility, Large (W)	1 space per 100 SF GFA*. (Any Entertainment Facility, Large that cannot reasonably meet its designated off-street parking requirements shall have the option of submitting a parking study for review and approval by the <u>Assistant City Manager for Director of Public Works, or designee</u> . The parking study shall include the: required number of parking spaces, amount of parking provided on-site, any available on-street parking in close proximity, proximity to publicly accessible parking decks and travel distance to said decks, opportunities for shuttle service/park and ride, and any shared parking arrangements.)	<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>

Funeral Home	1 space + 0.25 spaces per seat in main chapel + 1 space per employee on largest shift	<u>Exempt</u>
Hotel or Motel	1 space per room + 0.2 spaces per seat for banquet and convention facilities	<u>Exempt</u>
Kennel, Indoor	1 space per 400 SF GFA*	<u>Exempt</u>
Kennel, Outdoor (F)	1 space per 400 SF GFA*	<u>Exempt</u>
Motor Vehicle, Body or Paint Shop	3 spaces per service bay + 1 space per 575 SF GFA* for parts sales + 1 space per tow truck	<u>Exempt</u>
Rental and Leasing	1 space per 450 SF GFA*. (Customer parking shall not be used for motor vehicle rental and leasing parking.)	<u>Exempt</u>
Repair and Maintenance	3 spaces per service bay + 1 space per 575 SF GFA* for parts sales + 1 space per tow truck	<u>Exempt</u>
Storage Yard	1 space per 5,750 SF of storage area	<u>Exempt</u>
Offices, except for Medical, Dental or related offices	1 space per 300 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Medical, Dental, or related offices	3 spaces per examining room + 1 space per employee on largest shift including doctors, or 1 space per 300 SF GFA*, whichever is greater	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Recreation Facility, Public	1 space per 8,750 SF land area in GMA 1, 2 and 3; 1 space per 5,750 SF land area in GMA 4 and 5	<u>1 space per 5,000 SF GFA, 2 space minimum, 20 space maximum</u>
Recreation Services, Indoor, Batting Cages	3 spaces per cage + 1 space per 225 SF GFA* for retail sales + 1 space per employee on largest shift	<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>
Billiard Parlors	2 spaces per table + 1 space per employee on largest shift	<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>
Bowling Alleys and Centers	3 spaces per alley + 1 space per 100 SF GFA* of restaurant area + 1 space per employee on largest shift	<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>

Coin-Operated Amusement Devices	1 space per 225 SF GFA*	<u>1 space per 10,000 SF GFA, 2 space minimum, 20 space maximum</u>
Dance Studios, Schools, and Halls	1 spaces per 225 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Membership Sports and Recreation Clubs	1 space per 225 SF GFA*	<u>1 space per 10,000 SF GFA, 2 space minimum, 20 space maximum</u>
Miniature Golf, <u>Indoor</u>	1 space per hole + 1 space per employee on largest shift	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Physical Fitness Facilities	1 space per 225 SF GFA*	<u>1 space per 10,000 SF GFA, 2 space minimum, 20 space maximum</u>
Shooting Range, Indoor	1 space per firing station + 1 space per employee on largest shift	<u>Exempt</u>
Skating Rinks	1 space per 225 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Swimming Pool, Private	1 space per 125 SF of pool surface area, except for pool serving one single family residence on the same lot	<u>1 space per 5,000 SF of pool activity area, including pool, decking and pool house, 2 space minimum, 20 space maximum</u>
Recreation Services, Outdoor Amusement Parks	1 space per 225 SF of activity area	<u>2 spaces</u>
Batting Cages	3 spaces per cage + 1 space per 225 SF GFA* for retail sales + 1 space per employee on largest shift	<u>2 spaces</u>
Commercial Sports	1 space per 3 seats + 1 space per employee on largest shift	<u>2 spaces</u>
Fishing, Fee Charged	2 spaces per acre of water area + 1 space per employee on largest shift. (Parking shall be located not less than one hundred (100) feet from any right-of-way or property line. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>

Golf Course	3 spaces per tee + 1 space per 225 SF GFA* for retail sales + 1 space per employee on largest shift	<u>Exempt</u>
Golf Driving Range	1 space per tee + 1 space per 225 SF GFA* for retail sales + 1 space per employee on largest shift	<u>Exempt</u>
<u>Miniature Golf, Outdoor</u>	<u>1 space per hole + 1 space per employee on largest shift</u>	<u>1 space per 20,000 SF of activity area (including club house), 2 space minimum, 20 space maximum</u>
Recreational Vehicle Park	1 space per recreational vehicle site + 1 space per employee on largest shift	<u>Exempt</u>
Riding Stable	0.5 spaces per stall + 1 space per employee on largest shift	<u>Exempt</u>
Shooting Range, Outdoor	1 space per firing station + 1 space per employee on largest shift	<u>Exempt</u>
Swimming Pool, Private	1 space per 125 SF of pool surface area, except for a pool serving one single family residence on the same lot	<u>1 space per 5,000 SF of pool activity area (including pool, decking and pool house) 2 space minimum, 20 space maximum</u>
Services A, except for Barber and Beauty Shops	1 space per 450 SF GFA*; Computer Data Center — 1 space per 7,000 SF GFA*. (Any change of use of a site previously utilized as a Computer Data Center must meet the off-street parking requirements of the new use as specified in this table.)	<u>Exempt</u>
Barber and Beauty Shops	3 spaces per stylist + 1 per other employee	<u>Exempt</u>
Services B	1 space per 575 SF GFA*	<u>Exempt</u>
Signs, Off-Premises	None	<u>Exempt</u>
Storage Services, Retail	2 spaces + 1 additional space for each 125 storage units, or fraction thereof, in excess of 500 units. Minimum 21-foot wide aisle width or building spacing shall be provided for parking at units.	<u>Exempt</u>

Testing and Research Laboratory	1 space per 1,150 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Theater, Drive-In	3 spaces + 1 space per vehicle speaker. Stacking spaces shall be provided for five percent (5%) of the total spaces required	<u>Exempt</u>
Theater, Indoor or Outdoor	1 space per 4 seats + 1 space per employee on largest shift	<u>Indoor: 1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u> <u>Outdoor: Exempt</u>
Veterinary Services	1 space per 450 SF GFA*	<u>Exempt</u>
Warehousing	10 spaces + 1 space per employee on largest shift + 1 space per vehicle used in the operation	<u>Exempt</u>
INSTITUTIONAL AND PUBLIC USES		
Academic Biomedical Research Facility	1 space per 1,150 SF GFA* of Laboratory and Office Space	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Academic Medical Center	Provide Parking Study to be approved by City Department of Transportation <u>the Assistant City Manager for Public Works, or designee</u>	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Adult Day Care Home	1 space + 1 space per employee on largest shift + loading and unloading space with adequate turnaround area, separate from parking area	<u>Exempt</u>
Adult Day Care Center	1 space + 1 space per employee on largest shift + 1 space per 10 persons enrolled + 1 loading and unloading space with adequate turnaround area, separate from parking area	<u>Exempt</u>
Cemetery	1 space per employee on largest shift + 1 space per 300 SF of sales area	<u>Exempt</u>
Child Care Institution	0.33 spaces per bed + 1 space per employee on largest shift	<u>Exempt</u>

Child Day Care, Small Home	1 space + 1 space per employee on largest shift	<u>Exempt</u>
Child Day Care, Large Home	1 space + 1 space per employee on largest shift + loading and unloading space with adequate turnaround area, separate from parking area. (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>Exempt</u>
Child Day Care Center	1 space per employee on largest shift + 1 space per 10 children enrolled + loading and unloading spaces per 20 children enrolled with adequate turnaround areas, separate from parking area	<u>Exempt</u>
Church or Religious Institution, Neighborhood	0.25 spaces per seat 50% reduction permitted with approval of <u>City Department of Transportation Assistant City Manager for Public Works, or designee</u> (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Community		<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>
Club or Lodge	1 space per 225 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
College or University	Provide Parking Study to be approved by <u>City Department of Transportation Assistant City Manager for Public Works, or designee</u>	<u>Provide Parking Study to be approved by Assistant City Manager for Public Works, or designee</u>
Correctional Institution	0.1 spaces per inmate + 1 space per employee on largest shift	<u>Exempt</u>
Government Offices	1 space per 375 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Habilitation Facility A	1 space per 2 employees + 1 space per 10 persons enrolled + 1 loading and unloading space with adequate turnaround area, separate from parking area. (See Section B.2-5, Use Conditions, for possible additional	<u>Exempt</u>
Habilitation Facility B		
Habilitation Facility C		

	requirements.)	
Hospice and Palliative Care	1 space per 575 SF GFA*	<u>Exempt</u>
Hospital or Health Center	Provide Parking Study to be approved by City Department of Transportation <u>Assistant City Manager for Public Works, or designee</u>	<u>Provide Parking Study to be approved by Assistant City Manager for Public Works, or designee</u>
Institutional Vocational Training Facility	1 space per 1,150 SF GFA* (except for 1 space per 500 SF GFA* of retail sales areas)	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Landfill, Sanitary	1 space + 1 space per employee on largest shift	<u>Exempt</u>
Library	1 space per 350 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Limited Campus Uses, Office	1 space per 475 SF GFA*. (All spaces shall be to the rear of the structure. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>1 space per 50,000 SF GFA, 2 space minimum, 20 space maximum</u>
Residential	See Residential Uses. (All spaces shall be to the rear of the structure. See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>See Residential Uses</u>
Museum or Art Gallery	1 space per 575 SF GFA*	<u>1 space per 20,000 SF GFA public viewing area, 2 space minimum, 20 space maximum</u>
Neighborhood Organization	1 space per 375 SF GFA*	<u>Exempt</u>
Nursing Care Institution	0.33 spaces per bed + 1 space per employee on largest shift	<u>Exempt</u>
Police or Fire Station	3 spaces + 1 space per employee on largest shift	<u>1 space per 20,000 SF GFA public activity space, 2 space minimum, 20 space maximum</u>
Postal Facility Main Branch	1 space per <u>350</u> SF GFA*	<u>1 space per 5,000 SF GFA of retail service space, 2 space minimum, 20 space maximum</u>

Postal Facility, Neighborhood	1 space per 350 SF GFA*	N/A
Postal Processing Facility	1 space per 1,150 SF GFA*	<u>Exempt</u>
Recycling Center	1 space + 1 space per employee on largest shift	<u>Exempt</u>
School, Public or Private, Elementary	1 space per 10 students based on design capacity (See Section B.2-5, Use Conditions, for possible additional requirements.)	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Middle		
High		
School, Vocational or Professional	1 space per 300 SF GFA*	<u>1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u>
Stadium or Coliseum	0.33 spaces per seat	<u>1 space per 50,000 SF GFA of seating area, 2 space minimum, 20 space maximum</u>
MANUFACTURING AND MINING		<u>(ALL USES EXEMPT FROM BICYCLE PARKING)</u>
Manufacturing A	0.67 spaces per employee on largest shift + 1 space per vehicle used in the operation	<u>Exempt</u>
Manufacturing B		
Manufacturing C		
Asphalt and Concrete Plant	1 space per employee on largest shift	<u>Exempt</u>
Borrow Site	2 spaces + adequate loading, unloading and maneuvering areas	<u>Exempt</u>
Dirt Storage	2 spaces + adequate loading, unloading and maneuvering area	<u>Exempt</u>
Hazardous Waste Management Facility	1 space + 1 space per employee on largest shift	<u>Exempt</u>
Meat Packing Plant	1 space per 1,150 SF GFA*	<u>Exempt</u>
Mining, Quarry, or Extractive Industry	1 space + 1 space per employee on largest shift	<u>Exempt</u>

Recycling Plant	1 space + 1 space per employee on largest shift	<u>Exempt</u>
Storage and Salvage Yard	1 space per 5,750 SF of storage area	<u>Exempt</u>
TRANSPORTATION AND UTILITIES		
Airport, Public	1 space per 225 SF of waiting area + 1 space per employee on largest shift	<u>Exempt</u>
Airport, Private	3 spaces per airplane space + 1 space per employee on largest shift	<u>Exempt</u>
Helistop, Noncommercial	2 spaces + 1 space per employee on largest shift	<u>Exempt</u>
Commercial	5 spaces+ 1 space per employee on largest shift	<u>Exempt</u>
Heliport	1 space per 1,150 SF of site area	<u>Exempt</u>
Park and Shuttle Lot	As needed (See Section 3-3.5 (C), Park and Shuttle Lots in Business and Industrial Zoning Districts, for possible additional requirements.)	<u>1 space per 50,000 SF parking area, 2 space minimum, 20 space maximum</u>
Parking, Commercial	As needed	<u>Exempt</u>
Terminal, Bus or Taxi	3 spaces + 1 space for each vehicle used in operation	<u>Bus: 1 space per 20,000 SF GFA, 2 space minimum, 20 space maximum</u> <u>Taxi: Exempt</u>
Terminal, Freight	1 space per 1,150 SF GFA*	<u>Exempt</u>
Transmission Tower	1 space	<u>Exempt</u>
Utilities	1 space + 1 space per employee on largest shift	<u>Exempt</u>
USES WHICH MAY ONLY BE ACCESSORY TO PRINCIPAL USES**		
Dwelling, Single Family, Accessory Attached	1 space per dwelling (Must be located on the same zoning lot and share same driveway as the principal dwelling.)	<u>Exempt</u>
Accessory Detached		

Home Occupation	1 space per dwelling (Must be located on the same zoning lot and share same driveway as the principal dwelling.)	<u>Exempt</u>
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* SF GFA equals Square Feet of Gross Floor Area - see Section B.3-3.2(B) (5)

** Off-street parking for other accessory uses meeting the requirements of Section B.2-6 shall be provided at the rate for the principal uses specified in this table.

(B) Computing Parking Requirements

- (1) Multiple Use. In cases of mixed use or where a combination of uses are developed on a site, the minimum number of off-street parking spaces shall be the cumulative total of each of the uses on the site according to the requirements unless a reduction is granted pursuant to Section B.3-3.5.
- (2) Fractional Space Computations. When the computation of the number of off-street parking spaces required by this section results in a fractional parking space requirement, any fraction less than one-half may be disregarded, and any fraction equaling or exceeding one-half shall be construed as requiring one full parking space.
- (3) Seating Computations. Where parking is based on seating which consists of benches or pews, each eighteen (18) inches of a bench or pew shall be considered as one seat.
- (4) Number of Employees Computations. For the purpose of computing parking requirements based on the number of employees, the owners or managers of the establishment shall be considered employees. Where more than one work shift is employed for any operation, the number of employees shall be calculated as the largest number of persons on any single shift.
- (5) Square feet of Gross Floor Area (SF GFA). For the purpose of calculating requirements based on square feet of gross floor area (SF GFA), rooms used solely for mechanical equipment and/or rooms in excess of fifty (50) square feet used solely for storage may be subtracted from SF GFA.
- (6) Outdoor Seating. (W) Required parking for outdoor seating associated with the uses "Restaurant (Without Drive-Through Service)" and "Restaurant (With Drive-Through Service)" in GMA 1 and GMA 2 shall be calculated at twenty-five percent (25%) of the rate in Table B.3.8 until outdoor seating area equals twenty percent (20%) of the indoor gross floor area. Required parking for outdoor seating beyond this amount shall be calculated at the rate in Table B.3.8.

(C) Unlisted Uses. The Director of ~~Inspections~~ Planning and Development Services, or designee, shall establish the minimum number of parking spaces required and may establish the maximum number of parking spaces permitted for any use not specifically listed in Table B.3.8. The Director of ~~Inspections~~ Planning and Development Services, or designee, may consider, but is not limited to, the following in establishing parking requirements for an unlisted use:

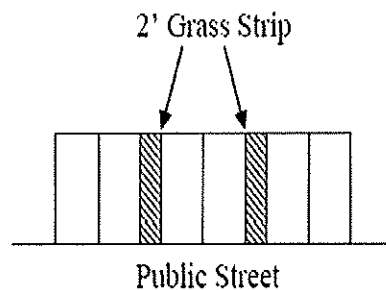
- (1) Documentation. Documentation supplied by the applicant regarding actual parking demand for the proposed use;

- (2) Evidence. Evidence in available planning and technical studies relating to the proposed use;
 - (3) Other jurisdictions. Required parking for the proposed use as determined by other comparable jurisdictions; or,
 - (4) Examination of similar uses. Examination of the parking requirements for uses most similar to the proposed use.
- (D) Authority to Approve Parking Exceeding the Maximum ~~Permitted~~ Allowance without Supplemental Landscaping. Except within the CB and CI Districts, the ~~Director of Inspections~~ Assistant City Manager for Public Works, or designee, may approve the installation of more than the maximum number of parking spaces if the property owner demonstrates each of the following:
- (1) Such additional parking is necessary to meet the parking demand for a specified use based upon the submission of a parking study and the approval of a parking study by the Assistant City Manager for Public Works, or designee. The study shall utilize one or more of the following:
 - (a) Collection of data or studies of similar sites and uses;
 - (b) Comparisons to minimum standards in national published data sources such as Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data sources; or
 - (c) Comparisons to minimum requirements of similar municipalities.
 - (2) Cooperative use of parking is not available or adequate to meet demand; and,
 - (3) The maximum number of compact size automobile, motorcycle and bicycle spaces has been used.
- (E) Location of Parking Areas
- (1) Same Zoning Lot. All parking areas required in this section shall be located on the same zoning lot as the principal use, except as authorized in the off-site parking provisions in Section B.3-3.4.
 - (2) Unoccupied Recreational Vehicles. In residential districts, an unoccupied recreational vehicle or travel trailer may be stored on a privately owned lot, provided that it is not located within any required front or side yard nor nearer than six (6) feet to a rear property line, except that it may be stored in an accessory structure, provided that such structure is enclosed and meets the setback requirements for either a principal or accessory structure.
 - (3) Parking for Multifamily Dwellings. A minimum three (3) foot wide landscaped area shall be provided between any parking area and building wall providing access into the unit(s).
- (UDO-163(W), § 6, 2-19-07; UDO-163(F), § 6, 4-10-07; UDO-184(F), § 3, 2-25-08; UDO-194(F), § 1, 2-2-09; UDO-197, § 4, 5-4-09; UDO-205, § 3, 11-2-09; UDO-211, § 6, 3-1-10; UDO-217, § 3, 8-2-10; UDO-231, § 2, 6-4-12; UDO-232(W), 11-5-12)

3-3.3 DESIGN STANDARDS FOR PARKING AREAS

(A) General Requirements All parking areas shall meet the following design standards:

- (1) Unobstructed Movement. Parking areas shall be designed to allow unobstructed movement into and out of each parking space without interfering with fixed objects such as lighting fixtures, dumpsters, signage, or vehicles.
- (2) Access. Parking spaces shall be designed to have access from parking aisles and not directly from public streets except as provided for in Section B.3-3.5. In multifamily, commercial or industrial developments that utilize private streets for access to parking areas, parking may be provided along those private streets or private access easements unless otherwise restricted by the Assistant City Manager for Public Works, or designee, Department of the City of Winston-Salem or the North Carolina Department of Transportation (NCDOT).
- (3) Maneuvering Area. Except for the following types of development, all maneuvers associated with parking and loading must occur in the off-street parking area or structure:
 - (a) Single family dwellings;
 - (b) Twin homes;
 - (c) Duplexes; and
 - (d) Multifamily developments of six (6) units or less located on a street that is not classified by the UDO as a collector, minor thoroughfare, or major thoroughfare. For multifamily developments of six (6) dwelling units or less, there shall be no more than two (2) contiguous parking spaces in a row. Townhouse or multifamily units with four (4) bedrooms may have no more than three (3) contiguous parking spaces in a row with approval of the Director of Inspections Planning and Development Services, or designee, in consultation with the Director of Planning. Each set of two (2) parking spaces shall be separated by a minimum two (2) foot wide grass strip as shown below. Private alleys may be used to conduct parking maneuvers.



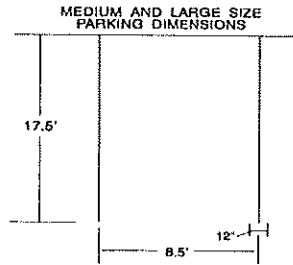
- (4) Internal Circulation. All parking areas shall be designed to provide for internal circulation such that each parking space is accessible to all other parking spaces without necessitating the use of a public street or alley.

(5) Pedestrian Walkways

- (a) Applicability. The following provisions shall apply to all new development with parking lots (or expansions, replacements or redevelopments of ten-thousand (10,000) square feet or greater of building area), in the RSQ, RM-5, RM-8, RM-12, RM-18, RM-U, MH, NO, LO, CPO, GO, NB, PB, LB, NSB, HB, GB, CB, MRB-S, IP, C or MU-S zoning districts. These provisions shall not apply in the RSQ, RM-5, RM-8, RM-12, RM-18, RM-U or MH districts where there are individual driveways or garages adjacent to each unit.
- (b) Pedestrian Walkway. All of these developments, when located with vehicular access onto a street classified as a sidewalk-designated collector, minor thoroughfare or major thoroughfare, shall provide a physically separated and unobstructed paved pedestrian walkway a minimum of five feet (5') in width between a principal building entrance and each sidewalk-designated public street.
- (c) Waivers. The pedestrian access requirement may be waived by the Director of Planning and Development Services, or designee, for one or more of the following conditions:
 - (i) Developments that are expected to create very little or no pedestrian traffic (e.g. transmission towers, utilities);
 - (ii) Topographic grades exist where pedestrian walkways would exceed an eight (8%) percent grade between the public sidewalk along the public street and the parking area or finished floor elevation of the development;
 - (iii) Parking areas that are not intended for public access, or are for security purposes;
 - (iv) There are existing building or utility obstructions on the subject property that block connection of the pedestrian walkway;
 - (v) Impractical difficulties arise from an unusual building lot configuration or other unique circumstances related to the property.

Appeals of planning staff denials, or staff denial of the occurrence of similar but unlisted circumstances, may be considered for a waiver by the Board of Adjustment.

- (B) Dimensional Requirements. All parking areas shall be designed and constructed to meet minimum parking space dimensions, aisle dimensions, and other standards shown in Table B.3.9. Aisle widths for aisles composed of combinations of different angles of parking shall be the widest aisle width required for any angle of parking found on the entire aisle.
 - (1) Medium and Large-Size Motor Vehicle Spaces. Each medium or large-size motor vehicle parking space shall be an unobstructed rectangle of not less than eight and one-half (8.5) feet in width by seventeen and one-half (17.5) feet in length. Medium and large-size motor vehicles are those with an overall length of fifteen (15) feet or greater.



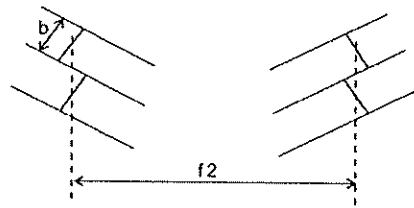
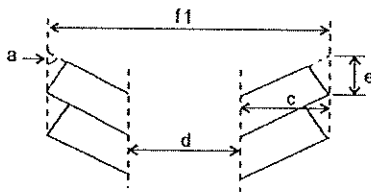
Sized Vehicle Spaces

- (2) Compact-Size Motor Vehicle Spaces. Each compact parking space shall be an unobstructed rectangle of not less than seven and one-half (7.5) feet in width by fifteen (15) feet in length. Compact-size motor vehicle spaces are those with an overall length of fifteen (15) feet or less.
- (3) Motorcycle Spaces. A motorcycle parking space shall be a minimum of four and one-half (4.5) feet in width by seven (7) feet in length.
- (4) Bicycle Spaces
 - (a) Single Rack. One bicycle rack (accommodating at least 2 bicycle spaces) shall be designed and located in accordance with the *Bicycle Rack and Bicycle Locker Details* maintained by the Transportation Director, or designee. A bicycle parking space (accommodation for a minimum of two (2) bicycles) shall be a minimum of five (5) feet in width by six (6) feet in length. Bicycle racks (accommodating a minimum of two (2) bicycles) shall be installed with adequate space (two and one-half (2.5) foot minimum) beside the parked bicycle. There shall be at least two (2) feet of clearance beside each parked bicycle when multiple racks are installed. A bicycle parking space shall be located a minimum of two and one-half (2.5) feet from any permanent object or curb to allow for adequate maneuvering space for the bicyclist and for motorists accessing parked vehicles. Additionally, there shall be a minimum five (5) foot clear pedestrian zone adjacent to the bicycle parking space.
 - (b) Multiple Racks. Multiple bicycle parking racks shall be located in accordance with the *Bicycle Rack and Bicycle Locker Details* maintained by the Transportation Director or designee.
- (5) Recreational Vehicle Spaces. A recreational vehicle parking space shall be a minimum of ten (10) feet in width by twenty-five (25) feet in length.
- (6) Parking Structures. In parking structures, aisle and stall dimensions may be reduced in accordance with the *Recommended Guidelines for Parking Geometrics*, published by the National Parking Association (August 1989) or as subsequently amended.
- (7) Disabled Parking. Please see Volume 1C of the North Carolina Building Code.

Table B.3.9
PARKING DIMENSIONS

Parking Directions	a	b	c	d	e	f1	f2
	Parking Angle (Degrees)	Stall Width (ft)	Stall to Curb (ft)	Aisle Width (ft)	Curb Length (ft)	Center to Center Width of Two Row Bin with Access Road Between (ft)	
						Curb to Curb	Overlap C-C
One-Way	0	7.5	7.5	12.0	21.0	27.0	-
		8.5	8.5	12.0	23.0	29.0	-
		9.0	9.0	12.0	23.0	30.0	-
One-Way	30	7.5	14.0	11.0	15.0	39.0	32.0
		8.5	16.0	11.0	17.0	43.0	36.0
		9.0	16.0	11.0	18.0	43.0	36.0
One Way	45	7.5	14.5	13.0	10.6	42.0	38.0
		8.5	16.5	15.0	12.0	48.0	44.0
		9.0	16.5	15.0	12.7	48.0	44.0
One Way	60	7.5	15.5	15.0	8.7	46.0	43.0
		8.5	18.0	18.0	9.8	54.0	51.0
		9.0	18.0	18.0	10.4	54.0	51.0
Two-Way	60	7.5	15.5	21.0	8.7	52.0	50.0
		8.5	18.0	26.0	9.8	62.0	59.0
		9.0	18.0	26.0	10.4	62.0	59.0
One-Way	75	7.5	16.0	17.0	7.8	49.0	47.0
		8.5	18.5	22.0	8.8	59.0	57.0
		9.0	18.5	22.0	9.3	59.0	57.0
Two-Way	75	7.5	16.0	21.0	7.8	53.0	51.0
		8.5	18.5	26.0	8.8	63.0	61.0
		9.0	18.5	26.0	9.3	63.0	61.0
Two-Way	90	7.5	15.0	21.0	7.5	51.0	-
		8.5	17.5	26.0	8.5	61.0	-
		9.0	17.5	26.0	9.0	61.0	-

- 7.5 feet = Compact size motor vehicles only
- 8.5 and 9.0 feet = Medium or large size motor vehicles



(C) Parking Surfaces

- (1) Paving. In GMA 1, any required parking, stacking, and loading area, and all access drives and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or similar material of sufficient thickness and consistency to support anticipated traffic volumes and weights, except as noted in Section B.3-3.3(C)(3).

(W) In GMA 2, multiple parking surfaces within a single nonresidential development shall be prohibited, except where multiple materials are otherwise required by this Ordinance or the North Carolina State Building Code, or when permeable pavement surfaces are used as part of an approved stormwater plan or a reviewed green parking lot plan. Additionally, loading areas and utility areas may be of a different material than the parking surface material, and a different material may be used to define the exterior boundaries of the parking area. This requirement shall apply to new parking areas constructed after adoption of this ordinance, and to existing parking areas when there is an increase in the current parking on site by fifty percent (50%) or more.

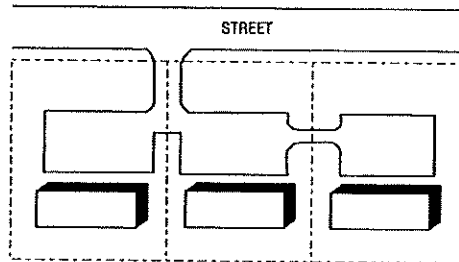
- (2) Gravel. All other parking areas shall be improved with a minimum of four (4) inches of crushed rock, except as noted in Section B.3-3.3(C)(3).
- (3) Exceptions. Paving or graveling shall not be required for the following:
- (a) Temporary Parking or Parking for Construction Purposes. Parking areas used on an irregular or temporary basis for churches, clubs or lodges, other similar nonprofit organizations, or structures under construction.
 - (b) Agricultural Uses. Parking areas for agricultural uses.
 - (c) Parking for Construction Equipment. Parking areas for tracked heavy construction equipment, skid-mounted equipment, and similar equipment, are exempt from the paving requirements provided these parking areas are constructed with an all-weather surface.
 - (d) Overflow Parking. Parking areas identified specifically as overflow parking or parking exceeding the minimum number of spaces required.
 - (e) Neighborhood Shopping Center Business District (NSB). In the NSB District, up to ten percent (10%) of the required parking spaces may be unpaved and used for open space purposes during off peak hours, under the provisions of Section B.2-1.3(H)(3)(f).

(D) Markings and Traffic Control Devices

- (1) Delineation. The property owner shall delineate all required parking and loading spaces, specialized spaces, stacking lanes, disabled parking spaces, directional arrows, crosswalks, and maneuvering areas within parking areas using paint high contrast markings or other methods approved by the Director of Planning and Development Services, or designee. Inspections.
- (2) Signage. The Director of ~~Inspections~~ Planning and Development Services, or designee, may require a developer to install signage in addition to directional arrows to ensure the safe and efficient flow of vehicles in a parking area or structure.

(E) Driveways

- (1) Approvals. Except for individual single family dwellings, the design and location of all entrance or exit driveways to parking or loading areas of any use from a public street or highway shall be approved by the appropriate jurisdiction as provided herein. Within the zoning jurisdiction of the City of Winston-Salem the Assistant City Manager for Director of Public Works, or designee, shall approve all driveways prior to the issuance of a zoning or building permit. For all driveways outside the zoning jurisdiction of the City of Winston-Salem, the District Engineer for the North Carolina Department of Transportation shall approve all driveway designs and locations prior to the issuance of a zoning or building permit.
- (2) Combined Driveways and Cross-Access Drives:



- (a) Applicability. The following provisions shall apply to all new office or commercial buildings (or expansions, replacements or redevelopments of ten-thousand (10,000) square feet or greater of building area) in the LO, GO, GB, PB, LB, HB or IP zoning districts along designated collector, minor thoroughfare, or major thoroughfare streets. Residential uses shall be exempt from these provisions. Residential buildings being converted to office or commercial use in the aforementioned zoning districts shall be subject to these provisions. For all other districts, the owners of adjoining properties are encouraged to provide combined driveways, cross-access drives and connections whenever practical. See Section B.3-3.5(L) for the incentive to provide combined driveways and connections in these instances. Any cross-parcel access shall be formalized through the recordation of an easement.
- (b) Cross-Access Drives. Cross-access drives shall be constructed within a designated cross-access easement (minimum twenty-five (25) foot wide for two-way traffic and

minimum fifteen (15) foot wide for one-way traffic) and shall be required to connect to no more than two (2) adjoining properties except when the waivers specified in Section 3-3.3 (E)(2)(e) below apply.

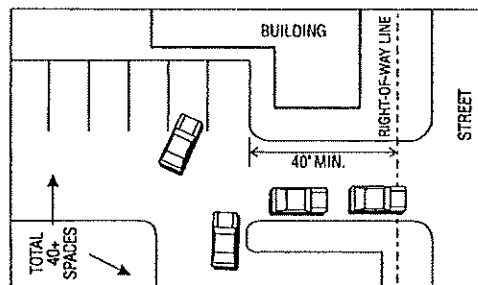
- (c) Parking Requirement Relief. Parking spaces may be reduced accordingly where the approved location of a cross-accessway otherwise eliminates required parking spaces.
- (d) Bufferyard Relief. Bufferyard plantings are not required in the area affected by the cross-accessway and cross-access easement.
- (e) Cross-access Waivers. The cross-access requirement may be waived by the Director of Planning and Development Services, or designee, upon a finding of one or more of the following conditions with adjoining properties:
 - (i) Existing cross-access drives, service roads, or side streets provide sufficient access to the subject property and adjoining property;
 - (ii) There are incompatible land uses on adjoining properties that should not be connected by a cross-access drive (e.g. commercial or industrial uses adjoining areas intended for future residential uses);
 - (iii) The subject property does not have an average minimum depth of 125 feet;
 - (iv) The adjoining property does not abut the subject property for at least sixty (60) continuous feet;
 - (v) There are existing building or utility obstructions on the subject property, or the adjoining property, that block connection of the cross-access drive;
 - (vi) The cross-access drive cannot avoid crossing significant natural or man-made features (e.g. a stream or stormwater management pond);
 - (vii) An unimpeded motor vehicle connection cannot be made through the subject property to the adjoining property within the required cross-access drive easement;
 - (viii) The cross-access drive cannot connect to existing cross-access drive stubs on adjoining property, or there is not sufficient undeveloped land on the adjoining property to allow room for a future building and accompanying parking area, with a connecting drive to the subject property;
 - (ix) Existing topographic grades changes with adjoining properties are greater than ten percent (10%) and drive connections cannot be made to adjoining property without creating unsafe vertical vehicular grades, or impeding necessary traffic circulation on the subject property; and

- (x) Proposed building(s) on the subject property cannot be reasonably relocated to allow for a cross-access drive connection to adjoining property.

Applicants shall provide supplemental information to determine whether or not the above criteria cannot be met. Appeals of planning staff denials, or the occurrence of similar but unlisted circumstances, may be considered for a waiver by the Board of Adjustment.

- (f) Maintenance. When a cross-access easement is created to serve more than one lot, a binding contract or an owner's association agreement is required for maintenance and shall be recorded by separate instrument.
- (g) Easement Recordation. A cross-access easement shall be recorded on a final plat, or recorded by separate instrument when no plat is proposed.

- (3) Dimensional Requirements for Access Drives. Internal circulation driveways and access drives that do not provide direct access to parking spaces shall be a minimum of twenty (20) feet in width for two-way traffic and twelve (12) feet in width for one-way traffic unless otherwise specified by the Director of Inspections Planning and Development Services, or designee. Residential uses containing six (6) or fewer dwelling units or having parking areas designed and clearly marked for one-way traffic shall have access drives a minimum of twelve (12) feet in width.
- (4) Driveways for Large Parking Areas (One Hundred (100) or More Spaces). For each zoning lot containing parking areas with one hundred (100) or more required spaces, a minimum forty (40) foot deep unobstructed driveway shall be provided from the right-of-way line to a traffic aisle or access to a parking space to accommodate the ingress and egress of at least two (2) vehicles without interference to parking maneuvers or access drives, unless:



- (a) Frontage Road Access. Internal access to the parking area is provided by a private frontage road which parallels the public street, provided no parking is provided along the access drive or frontage road and a minimum forty (40) foot distance without left turn movements is provided along the access drive;
- (b) Spaces per Driveway Ratio. The ratio of parking spaces to driveway access points does not exceed 100:1, where multiple driveways provide access to the zoning lot; or,

(c) Other Stacking Area. Adequate unobstructed off-street stacking area to accommodate two (2) vehicles is otherwise provided.

(F) Drive-Through Facility Stacking Lanes

(1) Number. Drive-through facilities requiring stacking lanes shall be provided as follows in accordance with Table B.3.9.1:

Table B.3.9.1
DRIVE -THROUGH FACILITY STACKING LANES

Number of Lanes	Number of Spaces per Lane
1	5
2	5
3	4
4 or more	3

(2) Width. Each lane of stacking space shall be a minimum of nine (9) feet in width and must be delineated with pavement markings.

(3) Length. Each stacking space shall be a minimum of sixteen (16) feet in length, however, individual spaces within the lane shall not be delineated with pavement markings.

(4) No Conflict of Use. Stacking lanes shall not interfere with access to required parking or ingress or egress from a public street.

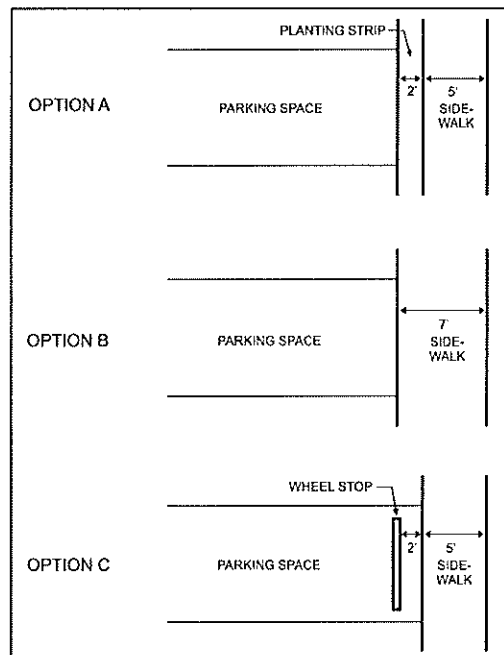
(5) Automatic Teller Machines. Automatic teller machines located in parking areas of shopping centers or on internally oriented out lots are not required to provide stacking spaces.

(6) Relationship to Required Parking. Drive-Through stacking lanes shall be counted towards the minimum number of required parking space for all uses.

(G) ~~Wheel Stops or Curbs. Where concrete curbs are not installed adjacent to public sidewalks, public rights-of-way, landscaped areas, or internal roadways, anchored wheel stops shall be installed to prevent vehicles from encroaching into these areas.~~ Parking Adjacent to Sidewalks. Where parking abuts a sidewalk, one of the sidewalk treatment options in Table B.3.9.2 shall be met (see illustration below). All wheel stops shall be two (2) feet from the front end of the parking space for front-end parking and four (4) feet from the front of the parking space for rear-end parking.

Table B.3.9.2
Sidewalk Treatments

<u>Sidewalk Treatment</u>	<u>Minimum Sidewalk Width (ft.)</u>
<u>Option A: (Minimum 2 foot wide planting strip)</u>	<u>5</u>
<u>Option B: (Curb or No Wheel Stop)</u>	<u>7</u>
<u>Option C : (Wheel Stop with 2 foot separation from sidewalk)</u>	<u>5</u>



- (H) Parking in Required Yards. A parking area may be located in a required yard provided that wheel stops are installed and maintained to protect required screening.
- (I) Landscaping and Screening. All motor vehicle surface areas shall be landscaped as required in Section B.3-4 and bufferyards shall be provided as required in Section B.3-5.
- (J) Lighting. Any lighting in parking, stacking, and loading areas shall be so shielded as to cast no direct light upon adjacent properties or structures.
- (K) Drainage. All parking, stacking, and loading areas shall be designed to meet the requirements in Section C.5.

(UDO-194, § 1, 2-2-09; UDO-203, § 1, 8-4-09; UDO-211, § 6, 3-1-10)

3-3.4 OFF-SITE PARKING

- (A) Off-Site Parking Accessory to Multifamily or Institutional Uses. Surface parking in an RS or RM District to serve either multifamily residential or institutional uses may must be approved by the Elected Body, after all shared use or cooperative use opportunities with adjoining properties have been considered, and meet the following additional requirements:
- (1) Multifamily parking. Multifamily parking in a residential district shall be allowed only if said lot abuts for a distance of not less than twenty-five (25) feet upon the zoning lot to which such parking would be accessory.
 - (2) Institutional parking. Institutional parking in a residential district shall be allowed only if the lot used for institutional parking abuts for a distance not less than twenty-five (25) feet upon the zoning lot to which such parking would be accessory, or if said lot is adjacent for twenty-five (25) feet to, but separated by a public street from, the zoning lot to which such parking would be accessory.
 - (3) Ingress or egress shall be as follows:
 - (a) Multifamily Parking. Ingress or egress for multifamily parking shall be only through the multifamily site.
 - (b) Institutional Parking. Ingress or egress for institutional parking shall be only through the institutional site or from a public street.
 - (4) Setback. Where any such parking area abuts residentially zoned land or a residential use, said parking shall be set back from the property line a distance of not less than fifteen (15) feet.
- (B) Other Off-Site parking. For all uses except multifamily or institutional uses described in Section B.3-3.4(A), the Director of Planning and Development may authorize a portion of the required parking for a use to be located on a site other than the principal use under certain circumstances. Off-site parking facilities shall meet the following requirements:
- (1) Ownership. The off-site parking shall be located on a separate zoning lot from the principal use where both lots are owned by the same person or the off-site parking shall be leased by the owner of the principal use.
 - (2) Zoning District. The off-site secondary parking lot shall be in a zoning district in which the principal use it supports is a permitted use, with the following exception, that an off-site secondary parking lot supporting any twin home, duplex, townhouse, multifamily, or institutional use may be located in any nonresidential zoning district.
 - (3) Visitor Parking. Adequate visitor parking shall exist at the principal use location.
 - (4) Pedestrian Access. Adequate pedestrian, van, or shuttle connection between the sites shall exist.
 - (5) Certain Retail Uses. Off-site parking for retail uses requiring off-street parking at a rate of one space per two hundred (200) square feet gross floor area or greater, per Table B.3.8, shall not be permitted, except where such parking is located on a contiguous zoning lot within a zoning district which permits the principal use and is located within two hundred fifty (250) feet of the zoning lot containing the principal use.

- (6) Contract for Parking. Where established by lease, the lease shall make the secondary parking lot or lots available for a minimum term of ten (10) years and grant subsequent options for two (2) additional five (5) year lease periods. A copy of the contract, properly executed, shall be filed with the Director of ~~Inspections~~ Planning and Development Services, or designee, prior to the issuance of a zoning permit for the secondary parking lot.
- (7) Other Uses. Where parking is established on a secondary lot or lots owned by the owner of the lot on which the principal use is located, the secondary lot or lots may not be used for any purpose other than parking required for the principal use unless there is sufficient room for: shared parking; any use which may be placed on the secondary lot or lots; and any parking required for the use placed on the secondary lot or lots.
- (8) Continuance of Use. The continuance of the principal use shall be contingent upon the continuance of the off-site parking or the substitution of other parking consistent with the terms of this Ordinance. A parking covenant shall be drawn to the satisfaction of either the City or County Attorney, executed by all parties concerned, and recorded. The contract shall assure the continued availability of the off-site parking facilities for the life of the use that the parking is intended to serve.

3-3.5 ALTERNATIVES PARKING AND PARKING INCENTIVES

- (A) Purpose. The purpose of this section is to encourage the property owner to reduce the amount of impervious surface cover needed for parking by providing a variety of alternatives and incentives. Any parking alternative proposed or incentive utilized by the property owner must be approved by the Director of ~~Inspections~~ Planning and Development Services, or designee, and shall accomplish the following:
 - (1) Intent. The intent of the parking requirements is preserved;
 - (2) Sufficient Parking. The parking provided will be sufficient to serve the use for which it is intended; and,
 - (3) Impact. The modification will not be detrimental to the public health, safety, or welfare.
- (B) Shared Parking
 - (1) Reduction of Parking Requirements. The Director of Planning and Development Services, or designee, ~~Inspections~~ may authorize a reduction of the parking requirements or parking spaces for any mixed use project or nearby uses where peak parking demand characteristics or hours of operation are distinctly different in accordance with this section. All reductions of parking requirements authorized by the Director of Planning and Development Services, or designee, ~~Inspections~~ within the corporate limits of any municipality must also receive approval from the Assistant City Manager for Director of Public Works, or designee.
 - (2) Requirements. A request for approval of shared parking shall be accompanied by such information determined by the Director of ~~Inspections~~ Planning and Development Services, or designee, as necessary to evaluate the relevant factors listed in Sections B.3-3.5(B)(3)—(5), including, but not limited to, a description of the uses, a site plan, and a transportation engineering report. Calculations shall be based on the Shared Parking Standards developed by the Urban Land Institute, as amended.

- (3) Accessibility. All shared parking spaces shall be located in a parking facility providing reasonably equivalent accessibility and usability to all uses which the parking is intended to serve.
- (4) Ownership. In cases where the uses for which shared parking is requested are located on lots under different ownership, a contract pursuant to Section B.3-3.4(B)(6) shall be provided.
- (5) Conditions. In determining whether to approve a reduction for shared parking, the Director of ~~Inspections~~ Planning and Development Services, or designee, shall consider all relevant factors, including the following:
 - (a) Peak Parking Demand. The characteristics of each use and the differences in projected peak parking demand, including days or hours of operation;
 - (b) Reduction in Vehicle Movements. Potential reduction in vehicle movements afforded by multi-purpose use of the parking facility by employees, customers, or residents of the uses served; and,
 - (c) Potential Improvements. Potential improvements in parking facility design, circulation, and access afforded by a shared parking facility.

(C) Park and Shuttle Lots in Business and Industrial Zoning Districts

- (1) Conditions. The Director of ~~Inspections~~ Planning and Development Services, or designee, may authorize any business use(s), industrial use(s), or zoning lot which has a minimum of one hundred seventy-five (175) contiguous parking spaces to establish a park and shuttle lot provided that:
 - (a) Maximum. Not more than ten percent (10%) of the required parking spaces for the use(s) or for the zoning lot may be designated as a park and shuttle lot.
 - (b) Location. All designated park and shuttle spaces shall be located in outlying areas of the parking lot so as not to interfere with customer or employee parking needs.
- (2) Short-Term Parking. All designated park and shuttle areas shall be for short-term (less than twenty-four (24) hours) parking for commuters of any public carpooling, vanpooling, or transit program.

(D) Parking Alternatives ~~Reductions and Locations in the NB, NO, PB, E and GB Selected~~ Zoning Districts

(1) Alternative Parking in the NB, NO, PB, E and GB Districts:

- (a) Amount Required. For any permitted use in the NB, NO, PB, E and GB District, the required amount of parking may be reduced by thirty percent (30%). This reduction shall not affect the required disabled parking or loading spaces for that use.
- (b) Off-Street Parking. Off-Street parking in the NB, NO and PB Districts shall meet the following location requirements:
 - (i) Single Street Frontage. A zoning lot which only has frontage on one street shall have a maximum of two (2) surface off-street parking and unloading spaces located between the building wall and the street or an extension of that building wall through the entire street frontage. Any additional surface off-

street parking and unloading spaces shall be located to the sides or rear of that building wall as extended through the street frontage. The provisions of this section shall not apply to zoning lots that do not have street frontage provided the zoning lot is located at least one hundred (100) feet from the street. Also exempt from these provisions are "flag" shaped zoning lots with fifty (50) feet or less of street frontage as long as the "pole" of the flag lot from the street is only used for access without parking and the remainder of the zoning lot to be used for building and parking purposes is located at least one hundred (100) feet from the street.

(ii) Multiple Street Frontages. A zoning lot which has frontage on two (2) or more streets shall have at least one building wall located not more than fifteen (15) feet from one of those street frontages. There shall be no surface off-street parking or unloading spaces located between that building wall and the street or an extension of that building wall through the entire street frontage.

(c) On-Street Parking. On-street parking may be permitted in accordance with Section B.3-3.5(M).

(d) Reserved.

(2) Alternative Parking Compliance in the C and MRB-S Districts. Alternative compliance with parking regulations may be allowed with the submission of a parking study and approval of a parking study by the Assistant City Manager for Public Works, or designee. The study shall utilize one or more of the following:

(a) Collection of data or studies of similar sites and uses;

(b) Comparisons to minimum standards in national published data sources such as Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data sources; or

(c) Comparisons to minimum requirements of similar municipalities.

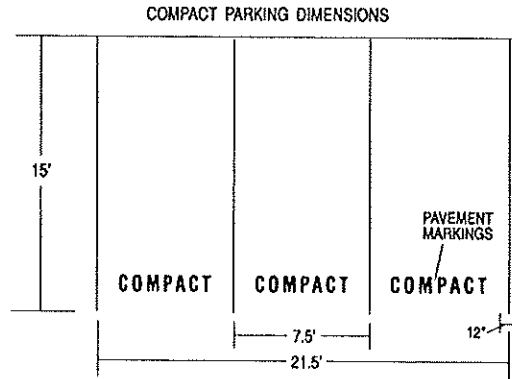
(E) Compact Parking

(1) Maximum Amount. For all uses, the property owner may design and construct up to a maximum of twenty-five percent (25%) of the required parking spaces for compact stalls in accordance with the dimensions provided in Section B.3-3.3(B)(2).

(2) Identification.

(a) Markings. The property owner shall identify all compact parking stalls within the parking area with pavement markings. Each compact parking space shall be individually designated as a compact space in letters not less than twelve (12) inches high and seven (7) inches wide in size, which state: *COMPACT*.

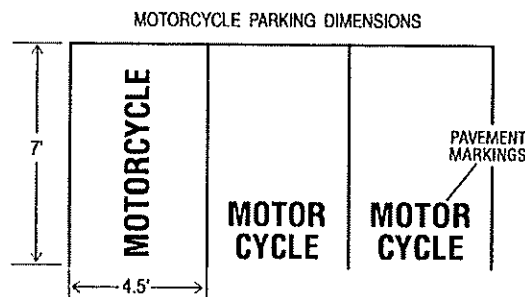
(b) Symbols. A symbol may be used in lieu of letters if approved by the Director of Inspections Planning and Development Services, or designee.



- (3) Signs. Signs shall be provided to indicate the location of the compact parking.
- (4) Location. All compact parking spaces shall be conveniently located and dispersed throughout the required parking area.

(F) Motorcycle Parking

- (1) Maximum Amount. For all uses, the property owner may design and construct up to a maximum of two percent (2%) of the required number of parking spaces as motorcycle stalls in accordance with the dimensions provided in Section B.3-3.3(B)(3).
- (2) Identification.
 - (a) Markings. The property owner shall identify any motorcycle parking stalls within the parking area with pavement markings. Each motorcycle parking space shall be individually designated as a motorcycle space in letters not less than twelve (12) inches high and seven (7) inches wide in size, which state: *MOTORCYCLE*.
 - (b) Symbols. A symbol may be used in lieu of letters if approved by the Director of Inspections Planning and Development Services, or designee.



- (3) Fulfilling Requirements. Motorcycle parking spaces allowed by this section shall count toward fulfilling the total motor vehicle parking requirements.

(G) Bicycle Parking

- (1) Number of Spaces. Except within the CB and CI Districts, Table B.3.8 contains the minimum parking space requirements for bicycles. ~~No more than twenty (20) bicycle spaces shall be required.~~ ~~Maximum Amount.~~ For all uses, the property owner may design and construct up to a maximum of five percent (5%) of the required number of parking spaces as bicycle stalls in accordance with the dimensions provided in Section B.3-3.3(B)(4). ~~Accommodation for two (2) bicycles shall be provided for each parking space being replaced.~~

- (2) Location. Bicycle parking stalls and racks shall be located to be highly visible from the street or building entrance from where bicyclists approach. Bicycle racks shall ~~not be installed in isolated locations but~~ shall be located within fifty (50) feet of any primary the main entrance(s) of the building for which they are intended or in a comparably convenient location where there is constant pedestrian traffic, except up to one-third of the bicycle parking provided may be placed at convenient locations for employees and residents. Bicycle racks may be installed on public rights-of-way with prior approval from the City of Winston-Salem Assistant City Manager for Public Works, Director or designee.
- (3) Use. ~~Bicycle racks shall be for use by the general public as well as employees and residents.~~ Incentives
- (a) Bicycle Lockers. For all uses, if the property owner provides a long-term bicycle locker for two (2) bicycle spaces in accordance with the *Bicycle Rack and Bicycle Locker Details* maintained by the Transportation Director, or designee, then the required number of motor vehicle parking spaces may be reduced up to a maximum of five percent (5%). Other long-term bicycle storage devices may be used if it can be established to the Transportation Director, or designee, that they are equivalent to any devices on the approved list in the *Bicycle Rack and Bicycle Locker Details* in function, quality and construction.
- (b) Double the number of required Bicycle Spaces. For all uses, if the property owner provides additional bicycle parking spaces in an amount equal to or greater than twice the number of bicycle spaces required by Section 3-3.5 (G) (1) above, then the required number of motor vehicle parking spaces may be reduced up to a maximum of five percent (5%). Such bicycle spaces shall be designed in accordance with the dimensions provided in Section B.3-3.3(B) (4).
- (c) Exempt Uses. For all uses in Table B.3.8 exempted from providing bicycle spaces, if the property owner provides a minimum of four (4) bicycle parking spaces in accordance with the dimensions provided in Section B.3-3.3(B)(4), then the required number of motor vehicle parking spaces may be reduced up to a maximum of five percent (5%).
- (4) Separation from Motor Vehicle Parking. Bicycle parking areas shall be separated from motor vehicle parking areas (automobiles, trucks, motorcycles, etc.) by at least a curb barrier which would prevent vehicles from damaging bicycles.
- (5) Bicycle Rack Specifications Design. All bicycle parking devices shall be in accordance with the *Bicycle Rack and Bicycle Locker Details* maintained by the City of Winston-Salem Department of Transportation. Other bicycle parking devices may be used if it can be established to the Transportation Director, or designee, that they are equivalent to any devices on the approved list in the *Bicycle Rack and Bicycle Locker Details* in function, quality and construction. ~~Bicycle racks shall be designed to be capable of supporting the bicycle in an upright position. Bicycle racks shall be securely anchored to the supporting surface(s). Bicycle racks shall be at least three (3) feet in height unless the bicycle parking area is surrounded by a railing, hedge, or wall three (3) feet in height which is readily visible to pedestrians.~~

(6) Alternative Compliance for Bicycle Parking Spaces. An applicant may propose a bicycle parking layout plan which varies from the strict application of the provisions of this section in order to accommodate unique characteristics of the site or to utilize innovative design. Application for alternative compliance shall include a site plan following the requirements specified in Section B.7 and shall be approved by the Planning Board only upon a finding that the proposed bicycle parking layout plan fulfills the intent and purposes of this section as well as or better than would strict conformance with the requirements of this section.

(H) Parking Reduction for Required Landscaping in Motor Vehicle Use Areas (W). For all uses, a five percent (5%) reduction of the total number of required parking spaces is permitted where an area which would otherwise be devoted to parking cannot be used in order to preserve an existing tree with a diameter of six (6) inches or greater. Additionally, for each large variety tree planted in accordance with the provisions of Section B.3-4.3 and located completely within a motor vehicle use area the amount of required parking is reduced by four (4) spaces.

Parking Reduction for Required Landscaping in Motor Vehicle Use Areas (F). For all uses, the property owner may reduce the number of required parking spaces for the installation of required interior planting areas up to a maximum of ten percent (10%). Up to an additional five percent (5%) reduction is permitted where an area which would otherwise be devoted to parking cannot be used in order to preserve an existing tree with a diameter of six (6) inches or greater.

(I) Parking Reduction on Winston-Salem Transit Authority Regular-Route Transit Line or Adjacent to Piedmont Authority for Regional Transportation (PART) Transit Stop. For all uses located within seven hundred fifty (750) feet of a Winston-Salem Transit Authority regular-route transit line, or within seven hundred fifty (750) feet of a PART transit stop, the property owner may reduce the amount of required parking up to a maximum of five percent (5%). This reduction shall not affect the required disabled parking or loading spaces for that use.

(J) Parking Reduction for Public Greenways and Sidewalks. For all uses abutting an existing or publicly adopted planned public greenway or sidewalk, the property owner may reduce the amount of required parking up to a maximum of three percent (3%). This reduction shall not affect the required disabled parking or loading spaces for that use.

(K) Alternative Parking Allowance in NSB District. In the NSB District, up to ten percent (10%) of the required parking spaces may be unpaved or unimproved with gravel, and used for open space under the provisions of Section B.2-1.3(H)(3)(f).

(L) Combined Driveways and Access. For all uses providing a combined driveway with or a private access connection to adjoining properties not required by Section 3-3.2 (E)(2)- Combined Driveways and Cross-Access Drives, the property owner may reduce the amount of required parking up to a maximum of five percent (5%).

(M) On-street Parking Supplements for Pedestrian Oriented Developments. The pedestrian nature of a site can be enhanced by permitting on-street parking connected to exterior and interior sidewalks.

(1) On-street parking satisfying the parking requirements of Table B.3.8 may be permitted for sites in the GB, NB, PB, E and LB Special Use District Zoning Districts or GB, NB,

PB, E and LB General Use Zoning Districts with approval by the Assistant City Manager for ~~Director of~~ Public Works, or designee, for the City of Winston-Salem or the North Carolina Department of Transportation, whichever is applicable, MU-S zoning district, all Multifamily Residential Districts and Planned Residential Developments, if the following requirements are met:

- (a) Sites eligible for the credit shall not generally be located on streets classified as collectors or thoroughfares see Section B.3-3.5(M) (1) (d). However, the City of Winston-Salem, North Carolina Department of Transportation (NCDOT), or other applicable agency may consider locations on collectors or thoroughfares on a case-by-case basis;
- (b) Parking shall be located on road frontage contiguous to the site;
- (c) All parking shall be angled or parallel meeting the requirements of Table B.3.9, and must be approved by the Assistant City Manager for Public Works, or designee, Department of the City of Winston-Salem; the NCDOT, or other agency, whichever is applicable;
- (d) Credit for on-street parking shall not exceed thirty-five percent (35%) of the total off-street parking requirements of the site;
- (e) Sidewalks meeting the requirements in this section shall be constructed immediately adjacent to, or on the opposite side of a planting strip, on-street parking spaces and connected to a well-defined interior pedestrian system;
- (f) No off-street parking shall be located between a building and any on-street parking except as approved for temporary parking for an earlier phase of a multi-phase development;
- (g) Developer shall dedicate public right-of-way or public road maintenance easements necessary to meet the requirements of Table B.3.9 and must be approved either by the Assistant City Manager for Public Works, or designee, Department of the City of Winston-Salem or the North Carolina Department of Transportation, whichever is applicable;
- (h) Owner shall construct all required improvements within public rights-of-way to applicable public design standards;
- (i) All buildings shall face the street and provide the principal entrance to the structure from the front or side of the structure; and,
- (j) All buildings shall front on at least one side preferably the entrance side of the building, on a street with no intervening parking area.

(N) Parking Reduction for Vanpool, Carpool, Car-Share and Car Charging Stations. For all uses, the property owner may reduce the number of required parking spaces by two (2) spaces for each carpool or car-share and by four (4) spaces for each vanpool space or electric car charging station. In no case shall these reductions exceed ten percent (10%) of the minimum required parking.

(O) Alternative Parking Compliance

(1) Contiguous Parking Lots with five-hundred (500) or more spaces. For all uses, alternative compliance with parking regulations may be allowed with the submission and approval of a parking study by the Assistant City Manager Director for of Public Works or designee. The study shall utilize one or more of the following:

- (a) Collection of data or studies of similar sites and uses;
- (b) Comparisons to minimum standards in national published data sources such as Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data sources; or
- (c) Comparisons to minimum requirements of similar municipalities.

(UDO-177(W), § 3, 9-17-07, UDO-177(F), § 3, 10-22-07; UDO-187(W), § 2, 5-5-08; UDO-187(F), § 2, 6-9-08; UDO-194, § 1, 2-2-09; UDO-197, § 4, 6-5-09; UDO-122, § 3, 7-20-09; UDO-214, § 2, 3-1-10; UDO-232(W), § 3, 11-5-12; UDO-238, § 2, 3-4-13)

3-3.6 OFF-STREET LOADING AND UNLOADING AREAS

(A) Requirements (W). In all districts except the CB and CI Districts, any building or land used for retail, office, commercial, institutional -or industrial purposes, shall be designed to provide adequate space for off-street parking to accommodate the loading and unloading of goods and materials consistent with the size and proposed use of the building or land. Such space, whether inside or outside a building, shall be in addition to the parking requirements in Table B.3.8. ~~and shall be designed so as not to impede normal vehicular and pedestrian circulation.~~ Loading requirements may be waived for sites in GMA 2 less than one acre in size with the Transportation Director, or designee, approval.

Requirements (F). In all districts except the CB and CI Districts, any building or land used for retail, office, commercial, institutional, or industrial purposes, shall be designed to provide adequate space for off-street parking to accommodate the loading and unloading of goods and materials consistent with the size and proposed use of the building or land. Such space, whether inside or outside a building, shall be in addition to the parking requirements in Table B.3.8. ~~and shall be designed so as not to impede normal vehicular and pedestrian circulation.~~

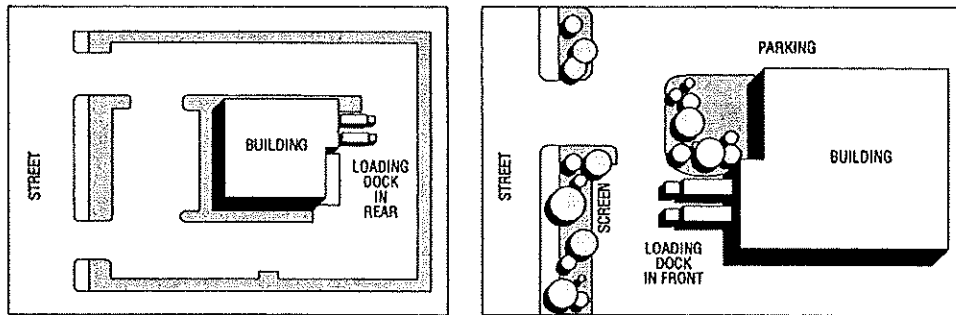
(B) Location. Off-street loading and unloading areas shall be located on the same lot or adjoining lots as the use for which they are provided.

(C) Design Standards

- (1) Dimensional Requirements. Each loading area shall be at least twelve (12) feet wide, sixty-five (65) feet long, and shall have a minimum height clearance of fifteen (15) feet.
- (2) Reduction. The Director of ~~Inspections~~ Planning and Development Services or designee, may reduce the required stall length and maneuvering length if the property owner demonstrates that known delivery vehicles can park and maneuver within the

proposed loading and maneuvering spaces such that no part of the vehicle projects into a public right-of-way, access easement, private road, or required landscaping. The reduction shall be based on the nature of the use, or combination of uses, as well as the specific design characteristics of the project.

- (3) Maneuvering Area. Loading areas shall be designed and located such that commercial vehicles shall not back into a public street or alley.
- (4) Alley Access. When the lot upon which loading areas are located abuts upon an alley, such loading areas may have access from the alley. Where such loading area is parallel with the alley and the lot is sixty (60) feet or less in width, the loading area shall extend across the full width of the lot.
- (5) Industrial Developments. Industrial developments shall be designed with the following loading area design standards:
 - (a) Location. Loading facilities shall be located either to the rear or side of the industrial structure(s) to alleviate unsightly appearances often created by loading facilities. Where such location is not feasible, a streetyard according to the standards of Section B.3-4.3(B) shall be installed along the entire length of road which the loading docks face.



- (b) Maneuvering. Each industrial site shall be self-contained and capable of handling its own truck maneuvering and docking requirements. The use of public streets for commercial vehicles staging and/or maneuvering is prohibited.
- (c) Depth. Minimum depth of eighty-five (85) feet is required for commercial vehicle docking and maneuvering.
- (d) Turning Radius. At least one driveway approach capable of accommodating a forty-eight (48) foot wheel track turning radius and at least one on-site maneuvering area which provides a forty-eight (48) foot wheel track turning radius through the parking area shall be provided for each industrial site.

(D) Number of Loading Spaces Required

- ~~(1) Uses Handling Goods in Quantity. Uses which normally handle large quantities of goods, including, but not limited to manufacturing plants, wholesale establishments, warehouses, freight terminals, hospitals, and shopping centers, shall provide off-street loading facilities as shown in Table B.3.10.~~

Table B.3.10
Loading Space Requirements for Uses Handling Goods in Quantity

Gross Floor Area (square feet)	Minimum Number of Spaces
5,000—20,000	1
20,001—50,000	2
50,001—80,000	3
80,001—125,000	4
125,001—170,000	5
170,001—215,000	6
215,001—260,000	7
Over 260,000	7, plus 1 space for each additional 45,000 square feet of gross floor area.

- (1) Retail Buildings, Restaurants/Dining Facilities within Hotels/Motels, and Office Buildings. These buildings shall provide loading spaces in accordance with Table B.3.10.

Table B.3.10
RETAIL BUILDINGS, RESTAURANT/DINING FACILITIES WITHIN HOTELS/MOTELS,
AND OFFICE BUILDINGS

Gross Floor Area	Minimum Number of Spaces
0 – 20,000	0
20,001 – 40,000	1
40,001 – 75,000	2
75,001 – 150,000	3
150,001 – 250,000	4

- (2) ~~Uses Not Handling Goods in Quantity.~~ Commercial establishments which do not handle large quantities of goods, including, but not limited to, office buildings, restaurants, auditoriums, convention halls, stadiums, exhibition halls, funeral homes, hotels, and motels shall provide off-street loading as shown in Table B.3.11.

Table B.3.11
Loading Space Requirements for Uses Not Handling Goods in Quantity

Gross Floor Area (Square Feet)	Minimum Number of Spaces
5,000—80,000	1
80,001—200,000	2

200,001—320,000	3
320,001—500,000	4
500,001—680,000	5
680,001—860,000	6
806,001—1,040,000	7
Over 1,040,000	7, plus 1 additional space for each additional 180,000 square feet of gross floor area

(2) Office Buildings, Institutional Buildings and Hotels/Motels. These buildings shall provide loading spaces in accordance with Table B.3.11.

Table B.3.11

OFFICE BUILDINGS, INSTITUTIONAL BUILDINGS AND HOTELS/MOTELS

<u>Gross Floor Area</u>	<u>Minimum Number of Spaces</u>
0 – 50,000	0
50,000 – 100,000	1
For each additional 100,000 sq. ft. or fraction thereof	1

(3) Industrial Buildings and Warehouse/Distribution Buildings. These buildings and uses shall provide loading spaces in accordance with Table B.3.14.

Table B.3.11.1

INDUSTRIAL BUILDINGS AND WAREHOUSE/DISTRIBUTION BUILDINGS

<u>Gross Floor Area</u>	<u>Minimum Number of Spaces</u>
0 – 10,000	0
10,001 – 40,000	1
40,001 – 100,000	2
100,001 – 160,000	3
160,001 – 240,000	4
240,001 – 320,000	5
320,001 – 400,000	6
For each additional 90,000 sq. ft. or fraction thereof	1

(E) Shared Loading

(1) Reduction of Loading Requirements. The Director of Inspections Planning and Development Services, or designee, may authorize a reduction of the loading requirements or loading spaces for any mixed use project or nearby uses where peak loading demand characteristics or hours of operation are distinctly different in accordance with this section. All reductions of loading requirements authorized by the Director of Inspections Planning and Development Services, or designee, within the corporate limits of any municipality must also receive approval from the Assistant City Manager for Public Works, or designee.

- (2) Requirements. A request for approval of shared loading shall be accompanied by such information determined by the Director of ~~Inspections~~ Planning and Development Services, or designee, as necessary to evaluate the relevant factors listed in Sections B.3-3.6(E)(3)—(5), including, but not limited to, a description of the uses, a site plan, and a transportation engineering report.
- (3) Accessibility. All shared loading spaces shall be located in a loading facility providing reasonably equivalent accessibility and usability to all uses which the loading is intended to serve.
- (4) Ownership. In cases where the uses for which shared loading is requested are located on lots under different ownership, a contract pursuant to Section B.3-3.4(B) (6) shall be provided.
- (5) Conditions. In determining whether to approve a reduction for shared loading, the Director of ~~Inspections~~ Planning and Development Services, or designee, shall consider all relevant factors, including the following:
 - (a) Peak Loading Demand. The characteristics of each use and the differences in projected peak loading demand, including days or hours of operation;
 - (b) Reduction in Vehicle Movements. Potential reduction in vehicle movements afforded by multi-purpose use of the loading facility by employees, customers, or residents of the uses served; and,
 - (c) Potential Improvements. Potential improvements in loading facility design, circulation, and access afforded by a shared loading facility.

(UDO-211, § 6, 3-1-10)

3-4 LANDSCAPING AND TREE PRESERVATION STANDARDS (W)

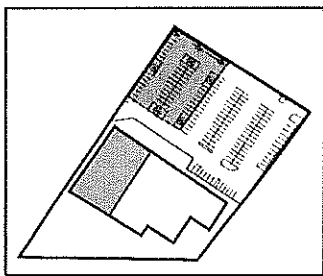
3-4.3 MOTOR VEHICLE SURFACE AREA LANDSCAPING STANDARDS (W)

(A) General Requirements

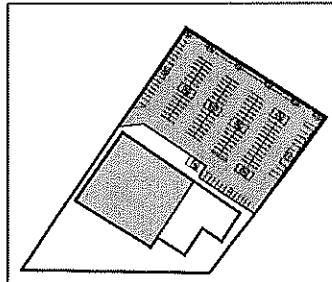
- (1) Exemption. This section shall not apply to single family residential buildings.
- (2) Applicability. This section shall apply to any motor vehicle surface area or portions thereof built after March 7, 1988, except where otherwise specified.
- (3) Expansion of Preexisting Motor Vehicle Surface Areas. When pre-existing motor vehicle surface areas are expanded:
 - (a) Required Interior Plantings. Required interior plantings may be dispersed throughout the entire motor vehicle surface area in accordance with Section B.3-4.3(C) (9).
 - (b) Streetyard Width. Streetyard width may be reduced to a minimum of fifty percent (50%) of the required width, provided the minimum required streetyard area and plant quantities for the expansion are installed; and provided such streetyard trees shall be provided a planting area with a minimum radius of seven (7) feet.

(4) Expansion, Redevelopment or Replacement of Existing Buildings

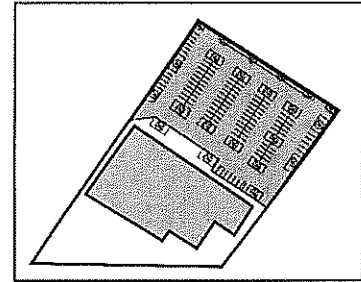
- (a) When fifty percent (50%) or less of the original gross floor area of an existing building is expanded, or replaced, the developer shall install motor vehicle surface area plantings at a rate corresponding to the area of the expansion, redevelopment, or replacement. One (1) large variety tree shall be required in all cases.
- (b) For expansion or redevelopment areas between fifty-one percent (51%) and eighty percent (80%) of the original gross floor area of an existing building, the developer shall install fifty percent (50%) of required motor vehicle surface area plantings in accordance with Section B.3-4.3(C).
- (c) For expansion or redevelopment areas greater than eighty percent (80%) of the original gross floor area of an existing building, the developer shall fully install required motor vehicle surface area plantings in accordance with Section B.3-4.3(C).



(a)



(b)



(c)

- (d) Plantings for the above requirements may be dispersed throughout the entire motor vehicle surface area.
- (ee) The provisions of this section shall preempt the spacing requirement contained in Section B.3-4.3(C) (5).
- ~~(b) Such planting may be dispersed throughout the entire, combined, existing, and new motor vehicle surface area.~~
- (5) Alternative Compliance. An applicant may propose a landscaping plan which varies from the strict application of the provisions of this section in order to accommodate unique characteristics of the site or to utilize innovative design. Application for alternative compliance shall include a site plan following the requirements specified in Section B.7 and shall be approved by the Planning Board only upon a finding that the proposed landscaping plan fulfills the intent and purposes of this section as well as or better than would strict conformance with the requirements of this section.

(B) Streetyards. A landscaped streetyard shall be required for all motor vehicle surface areas located within one hundred (100) feet of a street right-of-way or vehicular right-of-way, including controlled access highways, whether or not it may provide access to the site, unless separated by an intervening building.

- (1) Width. Minimum streetyard width is ten (10) feet, and shall be measured perpendicular to the street right-of-way. The streetyard shall be positioned between the motor vehicle surface area and street right-of-way. Minimum streetyard width for new motor vehicle surface areas installed in conjunction with the expansion or redevelopment of existing nonresidentially zoned sites in GMA 2 smaller than one acre in size shall be five (5) feet. Minimum streetyard width shall also be five (5) feet for new nonresidential development in GMA 2 on sites of any size, regardless of zoning district, that meet the requirements of Section B.2-1.3(F)(3)(g) and Section B.2-1.3(F)(3)(h).
- (2) Impervious Surface Cover. A maximum of fifteen percent (15%) of the required streetyard may be covered with impervious surface cover which may be used for walkways, fountains, walls, wall planters, or utility meters and vaults, but may not be used for motor vehicle surface or display, outdoor storage, private utility service, or service areas.
- (3) Number and Spacing of Trees. Each streetyard shall contain a minimum of two (2) deciduous or evergreen large variety trees per one hundred (100) linear feet, excluding points of motor vehicle ingress or egress. In no case shall any streetyard contain less than one tree. Required trees must be a minimum of eight (8) feet in height at installation and shall be at least two (2) inches in diameter measured six (6) inches above ground level. Where two (2) or more streetyard trees are required, all trees shall be planted with the center of the main trunks twenty (20) to seventy-five (75) feet apart. Existing deciduous trees located in the abutting street right-of-way may be used to satisfy the distribution requirements in this section. Small or medium variety trees may be used where overhead utility lines exist in accordance with Section B.3-4.2(J).
- (4) Other Streetyard Components. In addition to required trees, the landowner or developer shall use one of the following to satisfy streetyard requirements; natural shrubs, closed fences, walls, wall planters, earthen berms, or a combination thereof, as follows:
 - (a) Natural Shrubs. Streetyard shrubs must be a minimum of eighteen (18) inches in height at installation, with a minimum height of thirty-six (36) inches within three (3) years after installation. Shrubs must be a locally adapted species which retain foliage to within six (6) inches above ground level. Said shrubs shall be spaced no more than eighteen (18) inches, edge to edge. No more than thirty percent (30%) of streetyard shrubs shall be deciduous.
 - (b) Fences and Walls. A streetyard fence or wall shall be a minimum of thirty-six (36) inches in height, opaque, and shall be constructed of masonry, stone, or wooden material, or of the same material as that of the principal building.
 - (c) Wall Planters. A streetyard wall planter shall be constructed of masonry, stone, or other permanent material. At installation, the minimum combined height of wall planters and shrubs shall be twenty-four (24) inches. Within three (3) years after installation, the combined height of wall planters and shrubs shall be no less than thirty-six (36) inches. The effective planting width of a streetyard wall planter shall be no less than thirty-six (36) inches; however, where required streetyard trees are installed in wall planters, the effective planting width of the wall planters shall be no less than seven (7) feet. A minimum of one shrub shall be required for every five (5) square feet of wall planter area.

- (d) Earthen Berms. At installation, streetyard berms shall have a minimum height of eighteen (18) inches, a minimum crown width of two (2) feet, and a side slope with a width to height ratio of no greater than two (2) to one (2:1). The entire berm shall be planted and covered with live vegetation. Berm shrubs shall be a minimum of one foot in height at installation and shall be spaced no greater than eighteen (18) inches, edge to edge. Within three (3) years after installation, the combined height of berm and shrubs must be at least thirty-six (36) inches. Streetyard berms which are thirty-six (36) inches or greater in height at installation shall not be required to contain shrubs; however, streetyard trees shall still be required as specified in this section.
- (5) CB and CI Districts. In the CB and CI Districts, a minimum two (2) foot wide strip planted with trees and shrubs in accordance with this section or a three (3) foot high masonry wall shall be provided. Unfinished concrete masonry unit (CMU) walls shall be prohibited. Split face CMU is permitted. In the CI District where the amount of off-street surface parking exceeds twenty-five (25) spaces between the building wall and the street, the minimum streetyard width requirements of Section B.3-4.3(B)(1) shall be met.
- (6) PB District. In the PB District within GMA 1, a minimum two (2) foot wide strip planted with trees and shrubs in accordance with this section shall be provided. Any required or provided trees within the streetyard shall be located within a minimum seven (7) foot wide, fifty (50) square foot planting area.
- (C) Interior Motor Vehicle Surface Area Plantings. In addition to the required streetyard, all motor vehicle surface areas shall contain landscaped planting areas, as follows:
 - (1) Location of Plantings. Interior planting areas shall be located adjacent to motor vehicle surface area edges or within the interior as islands or medians, and may contain berms of the minimum dimensions specified in Section B.3-4.3(B)(4)(d).
 - (2) Size. Each planting area shall allocate a minimum of one hundred fifty (150) square feet per tree, with a minimum radius of seven (7) feet for small or medium variety trees. A minimum planting area of six hundred (600) square feet shall be required for each large variety tree. Each large variety tree planted shall provide a seven hundred fifty (750) square foot credit towards the requirements of Section B.3-4.2.1.
 - (3) Required Trees in Planting Area. Each planting area shall contain at least one deciduous or evergreen large variety tree with a minimum height of eight (8) feet at the time of installation, and a minimum diameter of two (2) inches measured six (6) inches above ground level. Small or medium variety trees may be used where overhead utility lines exist in accordance with Section B.3-4.2(J).
 - (4) Ratio. One large variety tree shall be used for every five thousand (5,000) square feet of motor vehicle surface area. One small or medium variety deciduous or evergreen tree shall be required for every two thousand five hundred (2,500) square feet of motor vehicle surface area where overhead utility lines exist in accordance with Section B.3-4.2(J).

The aforementioned ratio requirement shall not apply to the expansion or redevelopment of existing nonresidentially zoned sites in GMA 2 which are smaller than one acre in size, or change of use to a high intensity use as identified in Table

B.2.6. For these sites, a landscaping area(s) totaling at least one hundred (100) square feet shall be required for every ten thousand (10,000) square feet of motor vehicle surface area. One small variety tree with a minimum height of eight (8) feet at the time of installation and a minimum diameter of two (2) inches measured six (6) inches above ground level, and four (4) natural shrubs meeting the standards of Section B.3-4.3(B)(4)(a) shall be required for every one hundred (100) square feet of planting area. Planting areas shall be at least five (5) feet wide, unless otherwise approved by the Director of ~~Inspections~~ Planning and Development Services, or his/her designee. Existing parking spaces removed to accommodate this landscaping requirement shall not be required to be replaced elsewhere on site.

- (5) Distance of Parking Spaces to Trees. No parking space shall be located more than seventy-five (75) feet from the trunk of a required large variety tree, except where overhead utility lines exist in accordance with Section B.3-4.2(J) no parking space shall be located more than fifty (50) feet from the trunk of a required small or medium variety tree, unless otherwise authorized in this Ordinance. When parking spaces exceed the maximum allowance listed in Table B.3.8 PARKING REQUIREMENTS, supplemental landscaping shall be provided so that no parking space shall be more than fifty (50) feet from the trunk of a required large variety tree located within a minimum planting area of six hundred (600) square feet. For the redevelopment of existing nonresidentially zoned sites in GMA 2 which are smaller than one acre in size, or change of use to a high intensity use as identified in Table B.2.6., the aforementioned minimum distance requirement shall not apply. Instead, the maximum distance between a parking space and a required landscaping area shall be seventy-five (75) feet.
- (6) Loading/Maneuvering Areas. For loading docks or other maneuvering areas where placement of trees in the interior of the site is impractical, the required number of trees may be clustered around the edge of such areas, with the approval of the Director of Inspections Planning and Development Services, or designee.
- (7) Credit for Streetyard or Bufferyard Trees. Deciduous or broadleaf evergreen trees used as streetyard or bufferyard plantings may be used as credit toward interior planting area requirements, provided that streetyard or bufferyard plantings meet the size requirements of Section B.3-5.3(B) and the distance requirements of Section B.3-4.3(C)(5).
- (8) Credit for Bufferyard Area. The landscaped bufferyard area provided to meet the requirements of Section B.3-5 and located adjacent to a motor vehicle use area may be counted toward the interior planting requirement.
- (9) ~~Reserved. Expansion of Preexisting Areas. When preexisting motor vehicle surface areas are expanded, required interior plantings may be dispersed throughout the entire motor vehicle surface area if the landowner so desires, subject to the following conditions:~~
 - ~~(a) The required plant material will be calculated with reference to the expansion area only;~~
 - ~~(b) Such planting may be dispersed throughout the entire, combined, existing, and new motor vehicle surface area; and,~~

~~(e) The provisions of this section shall preempt the spacing requirement contained in Section B.3-4.3(C)(5).~~

- (10) Alternative Compliance for Large Parking Lots. An applicant whose contiguous parking area exceeds five hundred (500) spaces may propose a landscaping plan which varies from the strict application of the provisions of this section in order to accommodate unique characteristics of the site or to utilize innovative design. Application for alternative compliance shall include a site plan following the requirements specified in Section B.7 and shall be approved by the Planning Board only upon a finding that the proposed landscaping plan fulfills the intent and purposes of this section as well as or better than would strict conformance with the requirements of this section.

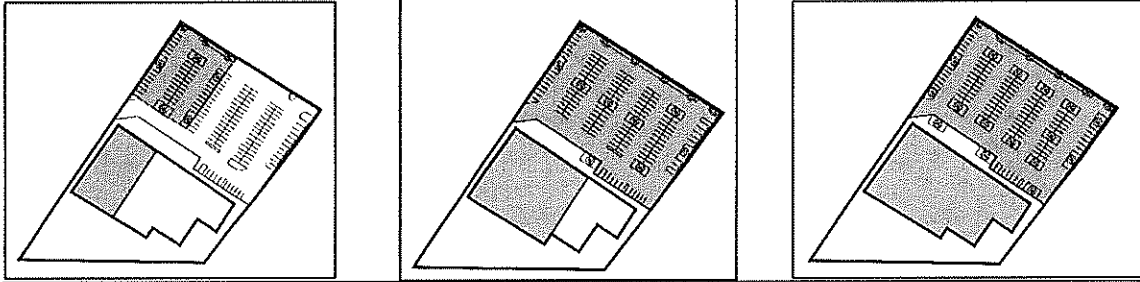
3-4 LANDSCAPING STANDARDS (F)

3-4.3 MOTOR VEHICLE SURFACE AREA LANDSCAPING STANDARDS (F)

(A) General Requirements

- (1) Exemption. This section shall not apply to single family residential buildings.
- (2) Applicability This section shall apply to any motor vehicle surface area or portions thereof built after March 7, 1988, except where otherwise specified.
- (3) Expansion of Preexisting Motor Vehicle Surface Areas. When preexisting motor vehicle surface areas are expanded:
 - (a) Required Interior Plantings. Required interior plantings may be dispersed throughout the entire motor vehicle surface area in accordance with Section B.3-4.3(C) (9).
 - (b) Streetyard Width. Streetyard width may be reduced to a minimum of fifty percent (50%) of the required width, provided the minimum required streetyard area and plant quantities for the expansion are installed; and provided such streetyard trees shall be provided a planting area with a minimum radius of seven (7) feet.
- (4) Expansion, Redevelopment or Replacement of Existing Buildings
 - (a) When fifty percent (50%) or less of the original gross floor area of an existing building is expanded, or replaced, the developer shall install motor vehicle surface area plantings at a rate corresponding to the area of the expansion, redevelopment, or replacement. One (1) large variety tree shall be required in all cases.
 - (b) For expansion or redevelopment areas between fifty-one percent (51%) and eighty percent (80%) of the original gross floor area of an existing building, the developer shall install fifty percent (50%) of required motor vehicle surface area plantings in accordance with Section B.3-4.3(C).

(c) For expansion or redevelopment areas greater than eighty percent (80%) of the original gross floor area of an existing building, the developer shall fully install required motor vehicle surface area plantings in accordance with Section B.3-4.3(C).



(a)

(b)

(c)

(d) Plantings for the above requirements may be dispersed throughout the entire motor vehicle surface area.

(e) ~~(e)~~ The provisions of this section shall preempt the spacing requirement contained in Section B.3-4.3(C) (5).

~~(b) Such planting may be dispersed throughout the entire, combined, existing, and new motor vehicle surface area.~~

(5) Alternative Compliance. An applicant may propose a landscaping plan which varies from the strict application of the provisions of this section in order to accommodate unique characteristics of the site or to utilize innovative design. Application for alternative compliance shall include a site plan following the requirements specified in Section B.7 and shall be approved by the Planning Board only upon a finding that the proposed landscaping plan fulfills the intent and purposes of this section as well as or better than would strict conformance with the requirements of this section.

(B) **Streetyards.** A landscaped streetyard shall be required for all motor vehicle surface areas located within one hundred (100) feet of a street right-of-way or vehicular right-of-way, including controlled access highways, whether or not it may provide access to the site, unless separated by an intervening building.

(1) **Width.** Minimum streetyard width is ten (10) feet, and shall be measured perpendicular to the street right-of-way. The streetyard shall be positioned between the motor vehicle surface area and street right-of-way.

(2) **Impervious Surface Cover.** A maximum of fifteen percent (15%) of the required streetyard may be covered with impervious surface cover which may be used for walkways, fountains, walls, or wall planters, but may not be used for motor vehicle surface or display, outdoor storage, private utility service, or service areas.

(3) **Number and Spacing of Trees.** Each streetyard shall contain a minimum of two (2) deciduous or evergreen trees per one hundred (100) linear feet, excluding points of motor vehicle ingress or egress. In no case shall any streetyard contain less than one tree. Required trees must be a minimum of eight (8) feet in height at installation and

shall be at least two (2) inches in diameter measured six (6) inches above ground level. Where two (2) or more streetyard trees are required, all trees shall be planted with the center of the main trunks twenty (20) to seventy-five (75) feet apart. Existing deciduous trees located in the abutting street right-of-way may be used to satisfy the distribution requirements in this section.

- (4) Other Streetyard Components. In addition to required trees, the landowner or developer shall use one of the following to satisfy streetyard requirements: natural shrubs, closed fences, walls, wall planters, earthen berms, or a combination thereof, as follows:
 - (a) Natural Shrubs. Streetyard shrubs must be a minimum of eighteen (18) inches in height at installation, with a minimum height of thirty-six (36) inches within three (3) years after installation. Shrubs must be a locally adapted species which retain foliage to within six (6) inches above ground level. Said shrubs shall be spaced no more than eighteen (18) inches, edge to edge. No more than thirty percent (30%) of streetyard shrubs shall be deciduous.
 - (b) Fences and Walls. A streetyard fence or wall shall be a minimum of thirty-six (36) inches in height, opaque, and shall be constructed of masonry, stone, or wooden material, or of the same material as that of the principal building.
 - (c) Wall planters. A streetyard wall planter shall be constructed of masonry, stone, or other permanent material. At installation, the minimum combined height of wall planters and shrubs shall be twenty-four (24) inches. Within three (3) years after installation, the combined height of wall planters and shrubs shall be no less than thirty-six (36) inches. The effective planting width of a streetyard wall planter shall be no less than thirty-six (36) inches; however, where required streetyard trees are installed in wall planters, the effective planting width of the wall planters shall be no less than seven (7) feet. A minimum of one shrub shall be required for every five (5) square feet of wall planter area.
 - (d) Earthen Berms. At installation, streetyard berms shall have a minimum height of eighteen (18) inches, a minimum crown width of two (2) feet, and a side slope with a width to height ratio of no greater than two (2) to one (2:1). The entire berm shall be planted and covered with live vegetation. Berm shrubs shall be a minimum of one foot in height at installation and shall be spaced no greater than eighteen (18) inches, edge to edge. Within three (3) years after installation, the combined height of berm and shrubs must be at least thirty-six (36) inches. Streetyard berms which are thirty-six (36) inches or greater in height at installation shall not be required to contain shrubs; however, streetyard trees shall still be required as specified in this section.
- (5) CB and CI Districts. In the CB and CI Districts, a minimum two (2) foot wide strip planted with trees and shrubs in accordance with this section or a three (3) foot high masonry wall shall be provided. Unfinished concrete masonry unit (CMU) walls shall be prohibited. Split face CMU is permitted. In the CI District where the amount of off-street surface parking exceeds twenty-five (25) spaces between the building wall and the street, the minimum streetyard width requirements of Section B.3-4.3(B)(1) shall be met.

- (6) PB District. In the PB District within GMA 1, a minimum two (2) foot wide strip planted with trees and shrubs in accordance with this section shall be provided. Any required or provided trees within the streetyard shall be located within a minimum seven (7) foot wide, fifty (50) square foot planting area.
- (C) Interior Motor Vehicle Surface Area Plantings. In addition to the required streetyard, all motor vehicle surface areas shall contain landscaped planting areas, as follows:
- (1) Location of Plantings. Interior planting areas shall be located adjacent to motor vehicle surface area edges or within the interior as islands or medians, and may contain berms of the minimum dimensions specified in Section B.3-4.3(B)(4)(d).
 - (2) Size. Each planting area shall contain a minimum of one hundred fifty (150) square feet, with a minimum radius of seven (7) feet for small or medium variety trees. A minimum planting area of six hundred (600) square feet shall be required for each large variety tree.
 - (3) Required Trees in Planting Area. Each planting area shall contain at least one deciduous or evergreen large variety tree with a minimum height of eight (8) feet at the time of installation, and a minimum diameter of two (2) inches measured six (6) inches above ground level. Small or medium variety trees may be used where overhead utility lines exist in accordance with Section B.3-4.2(J).
 - (4) Ratio. One large variety tree deciduous or evergreen tree shall be used required for every five thousand (5,000) two thousand five hundred (2,500) square feet of motor vehicle surface area. One small or medium variety deciduous or evergreen tree shall be required for every two thousand five hundred (2,500) square feet of motor vehicle surface area where overhead utility lines exist in accordance with Section B.3-4.2(J).
 - (5) Distance of Parking Spaces to Trees. No parking space shall be located more than seventy five (75) fifty (50) feet from the trunk of a required large variety tree, unless otherwise authorized in this section except where overhead utility lines exist in accordance with Section B.3-4.2(J). No parking space shall be located more than fifty (50) feet from the trunk of a required small or medium variety tree, unless otherwise authorized in this Ordinance. When parking spaces exceed the maximum allowance listed in Table B.3.8 PARKING REQUIREMENTS, supplemental landscaping shall be provided so that no parking space shall be more than fifty (50) feet from the trunk of a required large variety tree located within a minimum planting area of six hundred (600) square feet.
 - (6) Loading/Maneuvering Areas. For loading docks or other maneuvering areas where placement of trees in the interior of the site is impractical, the required number of trees may be clustered around the edge of such areas, with the approval of the Director of Inspections Planning and Development Services, or designee.
 - (7) Credit for Streetyard or Bufferyard Trees. Deciduous or broadleaf evergreen trees used as streetyard or bufferyard plantings may be used as credit toward interior planting area requirements, provided that streetyard or bufferyard plantings meet the size

~~requirements of Section B.3-5.3(B) and the distance requirements of Section 3-4.3(C) (5), no parking space shall be located more than fifty (50) feet from the trunk of a required tree.~~

- (8) Credit for Bufferyard Area. The landscaped bufferyard area provided to meet the requirements of Section B.3-5 and located adjacent to a motor vehicle use area may be counted toward the interior planting requirement.
- (9) ~~Reserved. Expansion of Preexisting Areas. When preexisting motor vehicle surface areas are expanded, required interior plantings may be dispersed throughout the entire motor vehicle surface area if the landowner so desires, subject to the following conditions:~~
- ~~(a) The required plant material will be calculated with reference to the expansion area only;~~
 - ~~(b) Such planting may be dispersed throughout the entire, combined, existing, and new motor vehicle surface area; and,~~
 - ~~(c) The provisions of this section shall preempt the fifty (50) foot spacing requirement contained in Section B.3-4.2(H)(4) and Section B.3-4.3(C)(5).~~
- (910) Alternative Compliance for Large Parking Lots. An applicant whose contiguous parking area exceeds five hundred (500) spaces may propose a landscaping plan which varies from the strict application of the provisions of this section in order to accommodate unique characteristics of the site or to utilize innovative design. Application for alternative compliance shall include a site plan following the requirements specified in Section B.7 and shall be approved by the Planning Board only upon a finding that the proposed landscaping plan fulfills the intent and purposes of this section as well as or better than would strict conformance with the requirements of this section.

Section 2. This ordinance shall become effective upon adoption.

STAFF REPORT

DOCKET # UDO-261

STAFF: Steve Smotherman

REQUEST

A UDO Text Amendment proposed by City-County Planning and Development Services staff to revise Chapter B of the *Unified Development Ordinances* (UDO) to amend parking, stacking and loading area regulations, and landscaping and tree preservation standards in accordance with *Legacy 2030 Update* recommendations.

BACKGROUND

In 2014, staff completed a study of existing UDO parking regulations based on the recommendations of *Legacy 2030*. After receiving this study, the Planning Board included the drafting of strategic parking and parking lot landscaping text amendments in this year's work program. The study, which examined best practices of other communities in the state, recommended amendments addressing parking maximums, shared parking, connectivity/cross-access, parking lot landscaping, pedestrian access, reducing stormwater impacts, and bicycle parking.

Based on the study, the Planning Board authorized staff to proceed with drafting these text amendments in the spring of 2014. A team of Planning and Development Services staff members prepared proposed amendments in the recommended areas through the second half of 2014, with a preliminary presentation to the Planning Board in March 2015. The staff then sought stakeholder input on the proposed amendments. Two community input sessions were held in April 2015 with public comments and further UDO revisions presented to the Planning Board in May and June 2015.

In the past decade, there have been seven parking-related text amendments (UDOs 146, 187, 194, 203, 211, 230, and 238). These amendments have generally resulted in more lenient and flexible parking regulations. The most significant of these amendments was UDO-194, approved in 2008, which reduced parking requirements by an average of fifteen percent (15%) for approximately one-third of the land uses listed in the Parking Table. Additionally, this amendment first introduced motor vehicle parking space reduction incentives for voluntarily providing bicycle parking.

ANALYSIS

Highways, streets, parking lots and driveways can occupy as much as one-third of a community's land area. The proposed ordinance amendments are an attempt to accommodate appropriate, but not excessive parking areas and to encourage more opportunities for walking and bicycling between businesses and places of residence. The ordinance also promotes the ancillary benefits of reduced paved surfaces such as reduced stormwater runoff and cooler ambient temperatures.

There are four significant requirements in this text amendment:

- requiring cross-access drives in office, institutional and business zoning districts for land uses along major roads;
- requiring pedestrian walkways to connect public sidewalks along significant roads with a major entrance of private commercial, institutional and multifamily uses;
- expanding the application of parking lot landscaping requirements to include retrofits and for parking lots that exceed 175% of the minimum parking requirements; and
- introducing minimal bicycle parking standards.

Except for cross-access drives, these requirements are already mandated for new shopping centers and large scale big-box retail developments in the *Unified Development Ordinances* as per section B.3-12 (Large Scale Retail Developments (W)). Additionally, cross-access drives have been required in many non-residential rezoning cases for at least a decade or more. Each of the aforementioned changes are described in more detail below:

Cross-Access Drives

The proposed regulations will typically require a twenty (20) foot wide access drive to be located within a twenty-five (25) foot wide accessway easement that would connect to at most two (2) adjoining properties for developments in the Limited Office (LO), General Office (GO), Institutional and Public (IP), Limited Business (LB), Pedestrian Business (PB), General Business (GB), and Highway Business (HB) districts. This regulation will apply to new office, retail or institutional developments, or for expansions/redevelopment greater than 10,000 square feet, when located along designated collector and thoroughfare streets referenced in the *Collector Street Plan* and the *Comprehensive Transportation Plan*. Waivers from connecting to adjacent properties are possible when:

- the subject property has less than 125 feet of depth;
- existing topographic changes are greater than ten percent (10%);
- significant natural features (e.g. creeks, streams) impact the property;
- sufficient access exists from other streets;
- there are already existing cross-accessways;
- there exist incompatible land uses (e.g. commercial uses adjacent to single-family residences);
- unimpeded access cannot be obtained to adjoining properties;
- connection cannot be made to existing cross-access drive stubs;
- adjoining properties are fully developed;
- an adjoining property abuts for less than sixty (60) continuous feet; or
- utility or building obstructions exist on adjacent properties.

Appeals from staff decisions on waivers are to be heard by the Zoning Board of Adjustment (see Section 3-3.3 (E) (2)).

Pedestrian Walkway Connections

The proposed regulations will require a five (5) foot wide paved pedestrian walkway to be constructed between a designated collector or thoroughfare street (referenced in the *Collector Street Plan* and the *Comprehensive Transportation Plan*) and one principal building entrance for new developments. This regulation will also apply to expansions/redevelopments greater than

10,000 square feet, in multifamily, office, business, institutional or mixed use zoning districts. Waivers from constructing walkways are possible for uses not generating pedestrian traffic (e.g. communication tower), existing topographic grades exceeding eight percent (8%--the Americans with Disabilities Act (ADA) maximum grade), for areas restricted from public access, building or utility obstructions, or for impractical difficulties such as an inefficient lot configuration. Appeals from staff decisions on waivers are to be heard by the Zoning Board of Adjustment (see Section 3-3.3 (A) (5)).

Expansion of parking lot landscaping requirements

The proposed regulations will require that motor vehicle parking lots which exceed 175% of the UDO minimum parking requirements provide a large variety tree within fifty (50) feet of all parking spaces, rather than within seventy-five (75) feet of all spaces as currently required, in planting areas at least 600 square feet in size. The 175% maximum parking allowance may be exceeded without the supplemental parking lot landscaping with approval of a parking study by the Assistant City Manager for Public Works showing that the specified number of parking spaces are necessary to meet user demand (see Section 3-3.2 (A)).

Additional parking lot landscaping will also be required for expansions of existing buildings or redevelopment, based on the percentage of the gross floor area (GFA) that is affected. If the building expansion/redevelopment is fifty percent (50%) or less of the building GFA, only the new motor vehicle surface area associated with the building expansion shall be required to meet parking lot landscaping requirements. If the building expansion/redevelopment is between fifty-one percent (51%) and eighty percent (80%) of the building GFA, then the entire motor vehicle surface area shall meet one-half (½) of the landscaping requirements for the entire building. If the building expansion/ redevelopment size is greater than eighty percent (80%) of the building GFA, then the parking area for the entire building shall meet all of the required parking lot landscaping requirements (see Sections 3-4.3 (A) (4) for (W) and (F)).

Additionally, the proposed regulations make the parking lot landscaping requirements of the UDO identical for Winston-Salem and Forsyth County. The spacing of trees in future parking lots in the County has been reduced from within fifty (50) feet of all parking spaces to within seventy-five (75) feet of all spaces, with large, medium and small variety trees now being proposed for planting within parking lots in Forsyth County. All tree planting areas must now be a minimum 600 square feet in size. UDO tree save provisions will still not be required for the county. Alternate compliance to the proposed parking lot landscaping requirements may be possible with Planning Board approval (see Section 3-4.3 (C) (5) for Winston-Salem (W) and Section 3-4.3 (C) (1) – (10) for Forsyth County (F)).

Minimum Bicycle Parking Standards

Winston-Salem is one of the few major cities in the state that does not currently require bicycle parking for new development. Cities that require bicycle parking include Charlotte, Raleigh, Durham, Wilmington, Fayetteville, Cary, Greensboro and Asheville. The proposed parking regulations include a minimum bicycle parking standard, alongside existing minimum motor vehicle parking standards, for certain uses in the parking table. Minimum bicycle parking requirements are based on ratios of 1:5,000, 1:10,000, 1:20,000, or 1:50,000 square feet of GFA with a two (2) space minimum and a twenty (20) space maximum. The twenty (20) space

maximum is less than half what many communities with bicycle parking standards require. Single-family residential uses, industrial uses, heavy duty retail/service uses (e.g. building contractors, motor vehicle body shops, wholesale fuel dealers, etc.) and uses expected to have little bicycle traffic (e.g. hotels/motels, indoor shooting ranges, car washes, etc.) are exempted from providing bicycle spaces.

During the stakeholder involvement process, development stakeholders questioned whether bicycle standards are necessary throughout the county and suggested that they be reduced to Growth Management Areas 1 (City and Town Centers) and 2 (Urban Neighborhoods). Staff agrees that such standards are not necessary in Future Growth and Rural Areas (GMAs 4 and 5), but believes that such regulations are essential in GMAs 1, 2, and 3 (Suburban Neighborhoods).

Three incentives propose up to a five percent (5%) reduction in motor vehicle parking spaces for:

- installing a bicycle locker that offers covered, secure protection for at least two (2) bicycles;
- providing at least twice the minimum number of bicycle spaces required by the UDO for a particular land use; or
- continuing a current incentive of providing a minimum of four (4) bicycle spaces for uses that are exempt from bicycle parking requirements (see Section 3-3.3 (B) (4) and Section 3-3.5 (G)).

Detailed specifications for bike racks are provided in a *Bicycle Rack and Bicycle Locker Details Policy*, prepared by the Winston-Salem Department of Transportation staff to assist in the implementation of this amendment, with drawings and links to internet sites that carry approved racks and lockers. Alternative measures to suggested bicycle racks and lockers may be approved by the Transportation Director or designee (see Section 3-3.3 (B) (4) (b) and Sections 3-3.5 (G) (3) (a) and 3-3.5 (G) (5)).

The text amendment also includes other minor UDO changes related to parking regulations:

Loading Spaces

The existing loading space tables have been replaced with proposed tables for retail buildings and restaurants/dining facilities, offices, institutional buildings and hotels motels, and industrial/warehouse distribution buildings. A loading space or dock is no longer required for any building less than 20,000 square feet in size rather than 5,000 square feet as currently required in the UDO. Loading spaces would not be required for most drug stores, restaurants, and other similar uses since these uses are typically supplied in a short time by carriers through the main entrance. Square footage increments for additional loading spaces are greater than in the current UDO, thereby requiring fewer loading spaces in many instances (see Section 3-3.6 (A) and (D)).

Alternative Parking Space Compliance with Approval of Parking Study

Alternative compliance to the required number of parking spaces may be given with approval of a parking study by the Director of Public Works in the Campus (C) District, the Major Retail Business–Special Use District (MRB-S), for very large parking areas (contiguous parking areas with 500 or more spaces) in any district, and to allow for parking to exceed maximums without supplemental landscaping (see Section 3-3.2 (D) (1), Section 3-3.5 (D) (2), and Section 3-3.5 (O) (1)).

Alternative Compliance for Bicycle Parking

Approval for an alternative bicycle parking layout to accommodate the unique characteristics of a site or to utilize innovative design can be approved by the Planning Board. The Planning Board must find that the proposed bicycle parking layout fulfills the intent of the regulations as well as or better than strict conformance to ordinance standards (see Section 3-3.5 (G) (6)).

Shared Parking

Demonstration that cooperative shared use parking is not available would now be required prior to a property owner seeking approval of off-site parking for multifamily or institutional uses (see Section 3-3.4 (A)).

Stormwater Runoff Reduction

The use of multiple permeable pavement surfaces for new and expanded parking lots in GMA 2 may be possible based on an approved stormwater management plan or a reviewed green parking lot plan. Such parking lots are already allowed in other GMAs (see Section 3-3.3 (C) (1)).

Motor Vehicle Parking Space Incentives

Parking incentives are proposed that reduce two (2) motor vehicle parking spaces for each carpool or car-share space added. Another incentive allows a reduction of four (4) motor vehicle parking spaces for each vanpool space or electric car charging station provided. In no case shall the total of these incentives exceed ten percent (10%) of the total minimum required parking (see Section 3-3.5 (N)).

Sidewalks adjacent to motor vehicle parking spaces

Minimum sidewalk width standards have been clarified with illustrations where sidewalks are located next to parking spaces using wheel stops, curbs or grass strips (see Section 3-3.3 (G)).

Parking space delineation

All parking spaces are to be delineated with high contrast markings rather than with white markings since white markings do not provide the best contrast for light colored paving such as concrete (see Section 3-3.3 (D) (1)).

Approval Authorities

Staff approvals within the parking regulations section have been revised with updated department director titles and approval authorities have been made consistent depending on the approval request.

The proposed parking regulations comprehensively address deficiencies of the present ordinance as identified in the 2014 *Comprehensive Parking Study* and in *Legacy 2030* while maintaining development flexibility. Staff believes the proposed regulations will provide for more functional and aesthetically pleasing parking areas without being as onerous as the standards in effect in many peer communities. Staff recommends approval of the proposed text amendment.

RECOMMENDATION

APPROVAL

**CITY-COUNTY PLANNING BOARD
PUBLIC HEARING
MINUTES FOR UDO-261
JULY 9, 2015**

Steve Smotherman presented the staff report.

PUBLIC HEARING

FOR:

Amy Easter, 3407 Luther Street, Winston-Salem, NC 27127

- I'm in favor of the bicycle requirements.
- I ride my bike to work several times a week, ride for exercise, and use it to run errands.
- Bike parking is a huge factor in where I go, how long I stay there, and ultimately how much money I spend there.
- More secure bicycle parking would result in more money being spent in those places.

Lynne Mitchell, 1270 Foxhall Drive, Winston-Salem, NC 27106

- I support this, especially the bike parking and the pedestrian access.
- One thing which is sorely missing is the connection between a sidewalk and a development.
- North Carolina is ranked 25th of all states in the country for obesity. Thirty percent of our adults are classified as obese. Chronic diseases are linked to obesity.
- People look to medical professionals to deal with obesity issues but really the issue should be addressed by policy decisions we make. Creating an environment which supports biking and walking is one more step toward combating the obesity epidemic and the problem with chronic diseases.
- Please include items like stop bars to prompt vehicles to stop where sidewalks cross the vehicular access points to developments.

Jake Easter, 3407 Luther Street, Winston-Salem, NC 27127

- I support this change.
- A survey was done nationwide regarding bike riding. Of those surveyed, 53% said they would ride their bike more often with better provisions. Sixty percent said they were less than satisfied with existing cycling infrastructure which is probably the number one cause of why people don't ride their bikes.
- If you build it, they will come.
- This is a unique opportunity in which the City doesn't actually have to build it. All they have to do is require it.

Richard Rauck, 1740 Virginia Road, Winston-Salem, NC 27104

- I've been leading efforts to bring cycling into the City. We are already rising to the level where we will be hosting the US Pro Championships in cycling here next year. We also host the Winston-Salem Cycling Classic and the Masters Championship.
- Winston-Salem already is and will continue to be the epicenter for cycling at that level.
- We are building an Olympic training center. We have preliminary approval from the US Cycling Association, but need final approval. One of the factors for granting that approval is dependent on being a bicycle friendly city.
- Having a place to lock up your bike so it is safe makes so much sense for our City.
- Using bicycles takes away from congestion on our streets.
- This ordinance would elevate us further as a cycling community.

AGAINST:

Jon Lowder, 7015 Albert Pick Road, Suite D, Greensboro, NC 27409

- I'm the Executive Director of the Piedmont Triad Apartment Association.
- Opposition is a pretty strong word. We aren't really here in opposition.
- We're very appreciative of the work staff has done on this and on their responses to us.
- The last two changes Steve Smotherman mentioned address two of our three concerns.
- Our primary concern now is the suburban areas. We really don't think we will see the utilization you are expecting.
- If we see development of bike lanes and bike corridors, that might become a reality but it isn't right now.
- Among the biking communities in our apartment complexes, those who are biking are using their bikes for recreational purposes rather than for transportation.
- In response to a question by Chairman King, Mr. Lowder stated that they would prefer to have no parking requirements for suburban apartment complexes.
- In the apartment communities, bicycle provisions are an amenity. They are market driven and if people require them, they will be installed as part of an amenity package. This happens in the urban core but not in suburban areas.

WORK SESSION

During discussion by the Planning Board, the following points were made:

The bicycle aspect is very important. However, the landscape aspect will have a lot of impact, especially in retrofits because that will result in more greenery in the large barren landscapes. I do think the maximum threshold of 175% may be on the high end. This will make a huge change in the community.

Requirements for apartments would be one space per eight units. If there is a large complex, the maximum number of spaces required would be 20. Of course the developer is welcome to install more than 20.

Staff did not find other cities which differentiated between suburban and urban requirements. Those cities who had requirements are generally more stringent than we are proposing. Staff will monitor this over the next year or so and see if changes need to be made.

Most of the suburban areas have speed limits of 55 mph and don't have bike lanes. People aren't going to ride their bikes in those areas.

Stop bars and cross walks would generally be approved when someone is applying for driveway permits so it may be more appropriate to include those provisions in the Engineering Division regulations than the UDO. It would probably be best to have Council take a look at it and have staff look at it.

Part of staff's rationale is that we have growth corridors from activity centers to center city. Also, Winston-Salem Department of Transportation (WSDOT) is actively expanding bicycle infrastructure into these suburban areas. As a staff we felt that even if these areas aren't bicycle friendly at this point, it's easier to go ahead and install them now while the costs are minimal. The average life span of apartment complexes is multiple decades so this enables us to be future-ready.

MOTION: Clarence Lambe moved approval of the text amendment.

SECOND: Paul Mullican

VOTE:

FOR: Melynda Dunigan, Arnold King, Clarence Lambe, Darryl Little, Paul Mullican, Brenda Smith, Allan Younger

AGAINST: None

EXCUSED: None

A. Paul Norby, FAICP
Director of Planning and Development Services

Chris Frye

From: dfain2345@gmail.com on behalf of David Fain <david@myfain.com>
Sent: Wednesday, July 08, 2015 10:37 PM
To: Chris Frye
Subject: Bike parking

I'm for the proposed ordinance to require bike racks at new construction. It's about time we recognize bikes as viable means of transportation and provide appropriate places for them to park near businesses.

David Fain
Winston Salem resident and downtown business owner

Chris Frye

From: Carol Sevin <carol.sevin@gmail.com>
Sent: Tuesday, July 07, 2015 10:27 AM
To: Chris Frye
Subject: re: Bike Parking Ordinance

Dear City-County Planning Board Members,

I regularly use my bicycle for transportation and recreation. I will be out of town for the meeting Thursday but would like to weigh in on the bike parking ordinance. As you know, bicycling has benefits for individuals, families, and their communities. Supporting multi-modal transportation increases the physical and economic health of a community. Adequate bicycle parking can be a barrier to cycling: "Concerns about bicycle theft and the lack of secure parking facilities may prevent people from choosing to ride bicycles" (Community Cycling Center).

I lived and worked in Minneapolis/St Paul for a couple years and rarely had problems finding bicycle parking while running errands and at work. In Winston-Salem, I am limited to going where I can park. Designated bike parking is best but I regularly resort to making alternative parking out of city and private property. The more bikes around, the more creative the parking gets.

Sometimes there are no parking options: Walgreens on Cloverdale and Miller St. has no bike racks. The reserved parking signs are too wide for my lock and I cannot find a secure substitute. A couple times I brought my bike into the store but it felt like a nuisance. Across the street, Cloverdale Plaza, has bike parking. CVS is now my pharmacy.

Thank you,
Carol Sevin
(815 Fenimore St)

Community Cycling Center. (2012). Understanding Barriers to Bicycling Project. <http://www.communitycyclingcenter.org/wp-content/uploads/2012/07/Understanding-Barriers-Final-Report.pdf>

Chris Frye

From: neaster2 <neaster2@roadrunner.com>
Sent: Monday, July 06, 2015 9:11 PM
To: Chris Frye
Subject: Bicycle ordinance July 9 meeting

Please support. This is important for Winston-Salem's continued growth and development.

WSNA would like to provide the following comments and questions to the Planning Board regarding UDO-261:

Members of the Winston-Salem Neighborhood Alliance see a number of beneficial changes proposed in UDO-261, and so we are generally supportive of this text amendment.

We would like to ensure that the landscape changes for larger parking lots would be used often enough to achieve noticeable increases in greenery. Therefore we ask the Planning Board to consider a lower threshold to initiate tree planting, such as 150%. Nor are we convinced of the need to offer exemptions to this provision, especially if such exemptions can be granted by just one person. WSNA members would like to ensure this landscape provision is applied uniformly.

Other than that, WSNA members appreciate the intent and benefits of UDO-261, and we thank the Planning Board and Planning staff for their effort to make parking lots more friendly and appealing.

Eric Bushnell
on behalf of the Winston-Salem Neighborhood Alliance