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Title: Amending Legislative Code Chapters 60, 63, 65, and 66 pertaining to off-street parking requirements.

Sponsors: Amy Brendmoen

Indexes:

Code sections:

Attachments: 1. 6-21-21_Final Parking Memo_CNPC to PC, 2. PC to CC Resolution Final 6-22-21, 3. Parking Study Amendment Guide, 4. TDM Program Standards Guide, 5. pactionminutes062521, 6. Story Book Presentation, 7. Ord 21-27 - Rachel Willson-Broyles, 8. Ord 21-27 - KC Cox, 9. Ord 21-27 - Melanie Day, 10. Ord 21-27 - Georgia Dietz, 11. Ord 21-27 - Luke Hanson, 12. Ord 21-27 - Shirley Jonas, 13. Ord 21-27 - Jim Henricksen, 14. Ord 21-27 - Zack Mensinger, 15. Ord 21-27 - M. A. Mueller, 16. Ord 21-27 - Tom Polachek, 17. Ord 21-27 - Jackie Pryor, 18. Ord 21-27 - Ben Ashley-Wurtmann, 19. Ord 21-27 - Jonathan Feldman, 20. ruprecht email, 21. Ward 4 Ord 21-27, 22. Ward 4 Ord 21-27, 23. Ord 21-27 - Melissa Wenzel, 24. Ord 21-27 - Rick Varco, 25. Ord 21-27 - Contact Council E-Mails, 26. Ord 21-27 - Sustain Saint Paul, 27. Ord 21-27 - Andrea Sachs, 28. Ord 21-27 - Andrew Koch, 29. Ord 21-27 - Benjamin Quam and Jayne Reynolds, 30. Ord 21-27 - Diana Tastad-Damer, 31. Ord 21-27 - Drew Nelson, 32. Ord 21-27 - Elizabeth Wefel, 33. Ord 21-27 - Erin Thune, 34. Ord 21-27 - Hugo Bruggeman, 35. Ord 21-27 - Jake Scott, 36. Ord 21-27 - Joan Pasiuk, 37. Ord 21-27 - Mark T. Malone, 38. Ord 21-27 - Contact Council E-Mails, 39. Ord - 21-27 Kevin Gallatin, 40. Ord -21-27 Paul Sabourin, 41. Ord 21-27 - Barb Shore, 42. Chris Barsanti Public Comment, 43. Ord 21-27 - Francis Farrell, 44. Ord 21-27 Ben Swanson-Hysell, 45. Ord 21-27 Voicemail Comments, 46. Ord 21-27 Public Comments, 47. HDC Resolution on Parking Study, 48. Ord 21-27 - Contact Council E-Mails, 49. Ward 7 comments recived, 50. Ord - 21-27 James Hamilton

Date	Ver.	Action By	Action	Result
9/1/2021	1	Mayor's Office	Signed	
8/18/2021	1	City Council	Adopted	Pass
8/11/2021	1	City Council	Laid Over to Final Adoption	Pass
8/4/2021	1	City Council	Laid Over to Second Reading	

Amending Legislative Code Chapters 60, 63, 65, and 66 pertaining to off-street parking requirements.

WHEREAS, on August 10, 2018, the Planning Commission initiated a zoning study to consider amendments to the Zoning Code pertaining to the off-street parking requirements in Article 63.200 of the Zoning Code, and other connected regulations contained in the Zoning Code; and

WHEREAS, the intent and nature of these ordinance amendments shall also be incorporated into the City adopted Ford Zoning and Public Realm Master Plan to ensure parallel updates on the Highland Bridge site; and

WHEREAS, the Planning Commission duly conducted a public hearing on April 30th, 2021 regarding the potential amendments; and

WHEREAS, in a memo dated June 21, 2021, the Comprehensive and Neighborhood Planning Committee

submitted a report to the Planning Commission in which recommendations and a rationale for amending specific sections of the Zoning Code regulating off-street parking requirements and other connected regulations were set forth; and

WHEREAS, on June 25, 2021, the Planning Commission, based upon the Comprehensive and Neighborhood Planning Committee's report and all the testimony received from the April 30th, 2021 public hearing, duly submitted its recommendation to amend certain sections of the Zoning Code regarding minimum parking requirements and other connected regulations to the Mayor and City Council for its review and consideration; and

WHEREAS, a public hearing before the City Council having been duly conducted at which all interested parties were given an opportunity to be heard, and having considered all the testimony and recommendations concerning the proposed zoning text amendments, including the Planning Commission's minutes and the Comprehensive and Neighborhood Planning Committee's memorandum and their rationale for the recommended Zoning Code amendments which the Council finds persuasive and thus hereby incorporates by reference into this ordinance for the specific purpose of articulating the Council's reasons and rationale for enacting the recommended amendments as set forth below in Section 1, in addition to any other reasons the Council might articulate on the record in adopting these amendments the Council, having considered all the facts and recommendations concerning the proposed zoning amendments and pursuant to the authority granted by and in accordance with the procedures set forth in Minnesota Statutes Sec. 462.357 states as follows:

THE COUNCIL OF THE CITY OF SAINT PAUL DOES ORDAIN:

SECTION 1

Chapters 60, 61, 63, 65 & 66 of the Saint Paul Legislative Code are hereby amended to read as follows:

NOTE: Existing language to be deleted is shown by ~~strikeout~~. New language to be added is shown by underlining.

Chapter 60. Zoning Code - General Provisions and Definitions; Zoning Districts and Maps Generally

ARTICLE I. 60.100. GENERAL PROVISIONS AND EXCEPTIONS

Sec. 60.103. Intent and purpose.

- (g) ~~To lessen congestion in the public streets by providing for off-street parking of motor vehicles and for off-street loading and unloading of commercial vehicles; To flexibly address travel and parking demands from new and existing development;~~

Chapter 63. Zoning Code - Regulations of General Applicability

ARTICLE I. - 63.100. GENERAL PROVISIONS AND PERFORMANCE STANDARDS

Sec. 63.122. Travel demand management.

- (a) *Purpose.* The Travel Demand Management (TDM) provisions of this section are intended to reduce single occupancy vehicle trips and implement comprehensive plan policies calling for balance and choice in transportation options; ~~coordination between transportation options and land use; maximizing the use of alternative travel modes such as ridesharing, public transit, bicycling, and walking; and offering other choices such as staggered work hours, preferential parking, and telecommuting;~~ in order to reduce single

occupancy vehicle motor vehicle travel, and thus traffic congestion in the city, enhance the efficiency of transportation facilities and infrastructure, improve air quality, conserve energy and enhance productivity.

- (b) Applicability. A TDM Plan (TDMP) shall be required for development proposals of a scale that meets or surpasses the following thresholds:

New or phased construction greater than or equal to 20,000 GFA of a non-residential use; or
25 or more new dwelling units.

This section applies to any development or redevelopment, including phased construction over 40,000 sq. ft. or any new development or redevelopment or any development providing one hundred (100) or more accessory off-street parking spaces, and to any change resulting in a parking increase of twenty-five (25) percent or fifty (50) accessory off-street parking spaces, whichever is less, and providing one hundred (100) or more parking spaces. TDMPs plans may be done for other development, but are not required by this section.

- (c) Program requirements. No building or grading permit shall be issued for any project subject to this section until the zoning administrator has issued written findings that a TDMP plan has been prepared which meets the requirements of this section and the Travel Demand Management (TDM) Program Standards Guide. All development, redevelopment, or change in use for which this section is applicable shall be subject to the following requirements.

- (1) Plan submission and approval, TDMP Coordinator. The TDMP plan must be submitted and approved as part of site plan review under the provision of section 61.402. A Travel Demand Management Plan (TDMP) Coordinator shall be designated by the developer or property owner. Their contact information must be submitted to the zoning administrator with the TDMP. The developer or property owner shall submit updated contact information to the zoning administrator if the TDMP Coordinator or their contact information changes.

- (2) Plan content. The TDM plan may be prepared by a qualified traffic engineer or the owner of the property where the project will take place. Assistance with writing a TDM plan may also be available through the city's designated Transportation Management Organization if such an organization is designated and available. All TDMPs plans shall be subject the standards in the adopted TDM Program Standards Guide in effect at the time application is submitted for site plan review and shall contain, at a minimum, the following:

- a. A description of the methodology used to create the TDM plan, including but not limited to forecasts of overall and peak period employment, customers, residents, trips generated, mode splits, parking demand and supply, and transit demand and supply;
- b. A description of the TDM plan objectives and quantifiable goals, including peak hour vehicle trip reduction goals;
- c. A description of TDM strategies and implementation actions, such as but not limited to: employer subsidized transit passes; on-site transit facilities; preferential parking for ride sharing, share car, and alternative fuel vehicles; on-site bicycle and pedestrian facilities; and telecommuting and flex-scheduling opportunities
- d. A description of TDM evaluation measurements, processes, and benchmarks that will be used to determine the effectiveness of the TDM strategies used and progress towards achieving the TDM plan's goals;
- a. A description of the proposed TDM measures/strategies specific to the land use category

outlined in the travel demand management program guide. The sum of the points assigned to each TDM measure/strategy shall equal the points requirement assigned for each land use category included in the proposal. The point requirement as defined in the adopted the TDM Program Standards Guide may be met with a combination of TDM measures/strategies sufficient to meet the points requirement for the subject development proposal.

e.b. Proposed total expenditures to implement the TDMP plan for at least two (2) years following the issuance of the certificate of occupancy;

f.c. A statement that the TDMP plan implementation date shall be six (6) months after the certificate of occupancy is issued; and

g.d. A statement that the TDMP plan final compliance date shall be two (2) calendar years after the initial TDMP plan implementation date.

(3) *Security agreement.* To ensure TDMP plan implementation, the property owner/developer shall file a security agreement in the form of an irrevocable letter of credit, a performance bond, or cash escrow equal to the development's two-year TDMP plan budget specified in section 63.122(c)(2)be. Such security agreement shall be filed with the zoning administrator within one (1) year of site plan approval.

(d) *Compliance.* The developer, property owner, or their successors and assigns travel demand management plan coordinator must demonstrate that a good faith effort to meet the goals and implementation strategies set forth in the approved TDMP plan have been met by submitting to the zoning administrator an annual status report within thirty (30) days of the one-year and two-year anniversary dates of the issuance of the certificate of occupancy for the project. The zoning administrator, within sixty (60) days of receipt of the annual status report, will review the report to determine if a good faith effort has been made to implement the goals described in the TDM plan or that the goals described in the TDMP plan have been met. The annual status report must at a minimum include written documentation of the following:

(1) Results of follow up surveys, in a format approved by the zoning administrator, to determine the progress toward achieving the goals set forth in the approved TDMP plan;

(2) Documentation of annual expenditures made to implement the strategies listed in the TDMP plan; and

(3) Evidence of implementation of TDM strategies listed in the TDMP plan on a schedule that would reasonably allow achievement of TDM goals by the target compliance date.

(e) *Final plan evaluation, release, forfeiture of security agreement.* If the TDMP Coordinator developer, property owner, or their successors or assigns demonstrates that a good faith effort to achieve the goals set forth in the approved TDMP plan have been met by the TDMP plan compliance date, the TDM security agreement shall be released by the zoning administrator within ten (10) business days of the administrator's determination. Failure to comply with the provisions of an approved TDMP plan constitutes a violation of this Code. If the developer, property owner, or their successors or assigns the travel demand management plan coordinator fails to submit a timely annual status report that demonstrates a good faith effort to achieve the goals set forth in the approved TDMP plan have been met, the zoning administrator may hold the TDMP plan security agreement for an additional twelve-month period at the end of which period an additional annual status report must be submitted. At the end of the additional period, the zoning administrator shall determine whether there has been a good faith effort to reach the goals of the TDMP plan. The TDM security agreement will either be released or forfeited based upon the administrator's determination. If the zoning administrator determines on the basis of the annual status reports that the failure to implement the strategies set forth in the TDMP plan or otherwise achieve the TDMP plan goals is

attributable to inexcusable neglect on the part of the developer, property owner, or their its successors and assigns TDMP Coordinator, the financial guarantee shall be immediately forfeited to the city.

ARTICLE II. 63.200. PARKING REQUIREMENTS

Sec. 63.201. Off-street parking.

Accessory off-street parking spaces are permitted subject to the requirements and limitations of this article. There are no requirements for a minimum number of parking spaces. Off-street parking spaces shall be provided , except B4 and B5, at the time of erection, enlargement or expansion of all buildings in accordance with the requirements of this section. Before a certificate of occupancy shall be issued, the number of off-street parking spaces provided shall be as hereinafter prescribed. A parking fee may be assessed to users of off-street parking spaces, and accessory parking may be made available to the public as short-term event parking.

Sec. 63.202. Site plan required.

A site plan approved by the planning commission shall be required for the establishment of a new off-street parking facility, for the paving of an unimproved off-street parking facility and for the repaving of an off-street parking facility whose existing paved surface is removed. These facilities shall meet all standards and regulations for parking facilities and site plans contained in this zoning code, and all paving shall require a building permit pursuant to chapter 33 of the Legislative Code. In such case, where the zoning administrator determines that excess parking exists for the site, the parking shall be brought into compliance with this zoning code unless there is an existing shared parking arrangement. A site plan shall not be required when a new coating is applied over an existing paved surface. Site plans for one- to four-family dwellings may be approved by the zoning administrator.

~~Sec. 63.204. – Change in use within a structure.~~

~~When any existing use within a structure changes to a new use which requires more off-street parking spaces than the existing use as determined by section 63.207, then the additional required off-street parking spaces must be provided. If fewer off-street parking spaces are required by the new use, excess parking spaces may remain. When a structure, or part of a structure, is vacant, the zoning administrator shall determine the previous existing use for purposes of calculating parking requirements using city records, land use surveys or directories.~~

~~Sec. 63.205. – Change in use of parking areas.~~

~~Existing off-street parking facilities, accessory to one (1) or more principal uses, structures or facilities, may be changed to another use when the remaining off-street parking meets the requirements that this section would impose on new buildings for all facilities, structures or uses, including the new use. When the remaining off-street parking does not meet such requirements, additional off-street parking shall be provided for the existing and new uses in accordance with the requirements of section 63.207.~~

Secs. 63.204 - 63.205. Reserved.

Sec. 63.206. Rules for computing required maximum parking.

- (a) For the purpose of computing the maximum number of parking spaces required, the definition of "gross floor area" in section 60.207 shall apply.
- (b) When units or measurements determining the maximum number of required parking spaces result in the requirement of a fractional space, any fraction up to and including one-half (1/2) shall be disregarded,

and any fraction over one-half ($\frac{1}{2}$) shall require permit one (1) parking space.

(c) In addition to the requirement of section 63.204, there shall be provided off-street parking spaces for all bars or premises licensed for entertainment class C as provided herein:

(1) Issuance of a license to an existing structure not previously licensed for a bar or entertainment class C during the twenty-four (24) months preceding the application, off-street parking pursuant to section 63.207.

(2) Expansion of a bar or premises licensed for entertainment class C, off-street parking pursuant to section 63.207, plus twenty-five (25) percent of any parking shortfall for the existing licensed area. "Parking shortfall" shall mean the difference between required parking pursuant to section 63.207 for the existing area as currently licensed minus the number of parking spaces actually provided for that area. The percentage of the parking shortfall to be provided shall be increased to forty (40) percent if there is a bar or premises licensed for entertainment class C within six hundred fifty (650) feet of the existing establishment.

(d) *Shared parking.* The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the location requirements of section 63.304 and the following conditions:

(1) *Computation.* The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:

a. Multiply the minimum parking required for each individual use, as set forth in section 63.207, Parking requirements by use, by the appropriate percentage indicated in table 63.206(d), shared parking, for each of the six (6) designated time periods.

b. Add the resulting sums for each of the six (6) columns.

c. The minimum shared parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.

(2) *Other uses or hours of operation.* If one (1) or all of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications or hours of operation in table 63.206(d), shared parking, as determined by the zoning administrator, then the applicant shall submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the zoning administrator shall determine the appropriate shared parking requirement, if any, for such uses.

(3) *Alternative procedure.* An application may be submitted requesting that the zoning administrator authorize a greater reduction in the total number of required parking spaces for two (2) or more uses where an applicant believes that table 63.206(d), shared parking, does not adequately account for circumstances unique to the particular property or properties in question. The application shall include, at a minimum, a parking study with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the zoning administrator may authorize a greater parking reduction than is authorized by table 63.206(d), shared parking.

(4) *Process.* An application for shared parking shall be submitted on a form approved by the zoning administrator. The zoning administrator may impose reasonable conditions to mitigate potential negative effects of a shared parking agreement. Planning commission approval is required if a shared

parking agreement involves more than twenty five (25) shared parking spaces, results in more than a thirty five (35) percent decrease in required parking, or involves three (3) or more parties or uses.

- (5) *Compliance.* Parties to a shared parking agreement shall submit an annual statement to the zoning administrator which verifies the nonconcurrent peak parking hours of the buildings involved with the shared parking agreement and a list of uses within each building to verify no changes have occurred that would require additional parking. If one or more of the parties or uses approved for the shared parking arrangement changes, the users shall submit an application to the zoning administrator, who will determine if the new combination of uses is eligible for a shared parking reduction or if additional off-street parking is required.

Table 63.206(d). Shared Parking

General Land Use Classification	Weekdays			Weekends		
	2 am – 7 am	7 am – 6 pm	6 pm – 2 am	2 am – 7 am	7 am – 6 pm	6 pm – 2 am
Office	5%	100%	5%	0%	10%	0%
Retail sales and services	0%	90%	80%	0%	100%	60%
Restaurant/bar	10%	70%	100%	20%	70%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	40%	90%	0%	80%	100%
Hotel						
Guest rooms	100%	55%	100%	100%	55%	100%
Restaurant/lounge	40%	60%	100%	50%	45%	100%
Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%
Reception or meeting hall	0%	70%	90%	0%	70%	100%
Museum	0%	100%	80%	0%	100%	80%
School, grades K-12	0%	100%	25%	0%	30%	10%

Sec. 63.207. Parking requirements by use.

(a) *Off-street surface parking minimum maximum.* Off-street surface parking maximums shall apply to surface parking facilities with more than fifteen (15) spaces. The minimum maximum number of off-street parking spaces by type of use shall be determined in accordance with table 63.207, minimum maximum required off-street surface parking by use. Surface parking facilities that exceed the maximum shall not be created unless a conditional use permit is approved based on demonstration of need.

(b) *Off-street parking reductions.* The minimum number of off-street parking spaces as determined in Section 63.207(a) shall be reduced by one hundred (100) percent in traditional neighborhood districts when more than fifty (50) percent of both the building and the parcel are within one-quarter (1/4) mile of University Avenue, and may also be reduced for:

1. Shared parking, as described in section 63.206(d);
2. Bicycle parking, as described in section 63.210(b);
3. Shared vehicle parking, as described in section 63.211.

Such reduction does not change the requirements of paragraphs (c) and (d) below when minimum parking is exceeded, nor does it change the maximum number of off-street parking spaces permitted for the use.

- (c) *Off-street parking maximum.* Surface parking facilities with more than fifteen (15) spaces that exceed the specified off-street parking minimum for food and beverage uses by more than two hundred (200) percent, or by more than one hundred (100) percent in light rail station areas, or that exceed the specified minimum for all other uses by more than seventy (70) percent, or by more than forty (40) percent in light rail station areas, shall not be created, unless a conditional use permit is approved based on demonstration of need. (including in a TDM plan for surface parking facilities with more than fifty (50) spaces in light rail station areas). As an alternative, parking spaces over the maximum may be provided in a structured parking facility.
- (d) *Condition when minimum parking exceeded.* When the minimum required parking as determined in Section 63.207(a) is greater than ten (10) spaces and is exceeded through the provision of additional surface parking, supplemental stormwater landscaping shall be provided as required in Section 63.319(b).

Table 63.207. Minimum Maximum Required Off-Street Surface Parking By Use

Land Use	Minimum Number of Parking Spaces
<i>Residential Uses</i>	
One- and two-family dwelling unit	1.5 spaces per unit
Dwelling unit on Irvine Avenue	2 spaces per unit plus 1 guest parking area per unit (see section 63.312)
Multiple-family dwelling unit	1 space per 1-2 room unit, 1.5 spaces per 3-4 room unit, and 2 spaces per unit with 5 or more rooms. For the purpose of this requirement: efficiency unit = 1 room, one bedroom unit = 2 rooms, two bedroom unit = 3 rooms, three bedroom unit = 4 rooms, four bedroom unit = 5 rooms, and so on. A den, library, or other extra room shall count as a room; kitchen, dining and sanitary facilities shall not
Housing for the elderly	0.33 space per unit
Live-work dwelling unit	2 spaces per unit
Emergency housing facility, licensed correctional community residential facility, overnight shelter, shelter for battered persons, sober house, supportive housing facility	1.5 spaces per every 4 adult facility residents
Roominghouse	1 space per 3 occupancy units
Adult care home	1 space per every 3 residents
Dormitory, fraternity, sorority	1 space per every 3 residents
<i>Civic and Institutional Uses</i>	
Educational Facilities	
Day care	1 space per employee
Elementary/middle/junior high school	1 space per employee

Senior high school	1 space per employee, and 1 space per 40 students
College, university, seminary, technical college, trade school, business school, arts school, dance school	1 space per every 2 employees and 1 per every 3 full-time students not on campus or 1 for every 3 part-time students, whichever is greater, plus required parking for other uses
Social, cultural and recreational facilities	
Golf course	4 spaces per hole
Museum	1 space per 500 sq. ft. GFA
Non-commercial recreation, multi-use community center	1 space per 1,000 sq. ft. GFA
Public library	1 space per 500 sq. ft. GFA
Religious Institutions	
Church, chapel, synagogue, place of worship	1 space per 250 sq. ft. GFA in the main unit of worship
Convent, monastery, religious retreat	1 space per every 3 residents
Public Services and Utilities	
Utility building or public service building or yard	1 space per employee
Commercial Uses	
Offices	
Office (including, but not limited to: administrative, financial, insurance, professional, real estate, and sales offices)	1 space per 400 sq. ft. GFA
Photographic studio	1 space per 400 sq. ft. GFA
Medical facilities	
Hospital	1 space per 2 beds
Medical or dental clinic, medical laboratory	1 space per 400 sq. ft. GFA
Veterinary clinic/hospital	1 space per 400 sq. ft. GFA
Retail sales and services	
General retail, service business, bank, credit union, building materials center, business sales and services, convenience market, currency exchange, dry cleaning, commercial laundry, food and related goods sales, food shelf, furniture/appliance store, gun shop, shooting gallery, liquor store, lumber yard, massage center, pawn shop, photocopying, repair shop, self-service laundromat, supermarket, tattoo shop, tobacco shop	1 space per 400 sq. ft. GFA up to 30,000 sq. ft. GFA, plus 1 space for each additional 800 sq. ft. GFA over 30,000 sq. ft. GFA
Greenhouse, garden center	1 space per 400 sq. ft. GFA plus 1 space per 1,000 sq. ft. outdoor sales or display area
Mortuary, funeral home	1 space per 150 sq. ft. GFA

Multiuse center	1 space per 400 sq. ft. GFA up to 30,000 sq ft GFA, plus 1 space for each additional 800 sq ft GFA over 30,000 sq. ft. GFA. Required parking for uses defined as a "bar" or establishment with entertainment license class C shall be calculated independently according to Table 63.207.
Package delivery service	1 space per 500 sq. ft. GFA
Post office	1 space per 500 sq. ft. GFA
Service business with showroom or workshop	1 space per 900 sq. ft. GFA
Food and Beverages	
Bar	1 space per 150 sq. ft. GFA
Brew on premises store	1 space per 900 sq. ft. GFA
Catering	1 space per 900 sq. ft. GFA
Restaurant, coffee shop, tea house, deli, taproom	1 space per 400 sq. ft. GFA
Establishment with entertainment license class C	1 space per 75 sq. ft.
Lodging	
Bed and breakfast residence	1 space per dwelling unit and 0.5 space per guest room
Short term rental dwelling unit	1 space per dwelling unit and 0.5 space per every 2 adult guests
Hotel, inn, motel	1 space per 3 occupancy units plus required parking for bars, restaurants, assembly rooms
Commercial Recreation and Entertainment	
Basketball, volleyball court	6 spaces per court
Bowling, bocce ball center, billiard hall	2 spaces per lane, 1 spaces per table plus required parking for other uses
Dance hall, bingo hall, assembly halls without fixed seats, exhibition hall, reception hall	1 space per 200 sq. ft. GFA
Electronic game room	1 space per 400 sq. ft. GFA
Golf, driving range	1 space per 15 feet of driving line
Golf, miniature	1 space per hole
Health/sports club (including, but not limited to: yoga, martial arts, and dance studios)	1 space per 400 sq. ft. GFA
Marina	1 space per 2 slips
Roller rink, ice skating rink	1 space per 300 sq. ft. GFA
Stadium, sports arena	1 space per 4 seats or 8 feet of benches
Swimming club	1 space per 400 sq. ft. GFA
Tennis, racquetball, handball courts/club	2 spaces per court or lane, 1 space per 300 sq. ft. GFA plus required parking for other uses

Theater, auditorium, assembly hall with fixed seats, concert hall	1 space per 4 seats
Automobile Services	
Automobile convenience market	1 space per 400 sq. ft. GFA
Automobile repair station, service station, body shop, specialty store	1 space per 400 sq. ft. GFA plus 1 space per auto service stall
Auto repair accessory to auto sales	1 space per auto service stall
Automobile sales and rental	1 space per 400 sq. ft. GFA plus 1 space per 5,000 sq. ft. of outdoor sales
Car wash	1 space per 2 employees
Limited Production, Processing and Storage	
Limited production and processing	1 space per 1,000 sq. ft. GFA or 1 space per 2,000 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery
Warehousing, storage	1 space per 5,000 sq. ft. GFA
Wholesale establishment	1 space per 1,500 sq. ft. GFA
Industrial Uses	
Industrial, manufacturing	1 space per 1,000 sq. ft. GFA or 1 space per 2,000 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery
Research, development and testing laboratory	1 space per 575 sq. ft. GFA
Sheltered workshop	1 space per employee plus 1 for each 25 program participants

<u>Land Use</u>	<u>Maximum Number of Surface Parking Spaces</u>	<u>Maximum Number of Surface Parking Spaces Within a Quarter Mile of a Light Rail, Bus Rapid Transit, or Street Car Line, Or Within The B4 or B5 Zoning Districts.</u>
Residential Uses		
Dwelling unit	2.5 spaces per unit	2 spaces per unit
Live-work dwelling unit	3.5 spaces per unit	3 spaces per unit
Emergency housing facility, licensed correctional community residential facility, overnight shelter, shelter for battered persons, sober house, supportive housing facility	2.5 spaces per every 4 adult facility residents	1 space per every 2 adult facility residents
Roominghouse	2 spaces per 3 occupancy units	1.5 spaces per 3 occupancy units
Adult care home	2 spaces per every 3 residents	1.5 spaces per every 3 residents

Dormitory, fraternity, sorority	2 spaces per every 3 residents	1.5 spaces per every 3 residents
Civic and Institutional Uses		
Day care	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
Elementary/middle/junior high school	3 spaces per classroom	2.5 spaces per classroom
Senior high school	8.5 spaces per classroom	7 spaces per classroom
College, university, seminary, technical college, trade school, business school, arts school, dance school	1 space per employee and 2 spaces per every 3 full-time students not on campus or 2 spaces for every 3 part-time students, whichever is greater, plus maximum parking for other uses	0.5 space per employee and 1.5 spaces per every 3 full-time students not on campus or 1.5 spaces for every 3 part-time students, whichever is greater, plus maximum parking for other uses
Golf course	7 spaces per hole	5.5 spaces per hole
Museum	1 space per 300 sq. ft. GFA	1 space per 350 sq. ft. GFA
Non-commercial recreation, multi-use community center	1 space per 600 sq. ft. GFA	1 space per 700 sq. ft. GFA
Public library	1 space per 300 sq. ft. GFA	1 space per 350 sq. ft. GFA
Church, chapel, synagogue, place of worship	1 space per 150 sq. ft. GFA in the main unit of worship	1 space per 175 sq. ft. GFA in the main unit of worship
Convent, monastery, religious retreat	2 spaces per every 3 residents	1.5 spaces per every 3 residents
Public Services and Utilities		
Utility or public service building /yard	2 spaces per employee	1.5 spaces per employee
Commercial Uses		
<i>Office, Retail and Service Uses</i>		
General office, studio, general retail, general service business, alternative financial establishment, animal boarding/shelter/day care, business sales and services, dry cleaning, commercial laundry, furniture/appliance store, gun shop, shooting gallery, lumber yard, , pawn shop, tattoo shop, tobacco shop, veterinary clinic/hospital	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
Greenhouse, garden center	1 space per 250 sq. ft. GFA plus 1 space per 600 sq. ft. outdoor sales or display area	1 space per 300 sq. ft. GFA plus 1 space per 700 sq. ft. outdoor sales or display area
Hospital	1 space per bed	1.5 space per 2 beds
Mortuary, funeral home	1 space per 100 sq. ft. GFA	1 space per 100 sq. ft. GFA
Package delivery service, post office	1 space per 300 sq. ft. GFA	1 space per 350 sq. ft. GFA
Service business with showroom or workshop	1 space per 500sq. ft. GFA	1 space per 650 sq. ft. GFA
Food and Beverages		

<u>Bar</u>	1 space per 50 sq. ft. GFA	1 space per 75 sq. ft. GFA
<u>Brew on premises store</u>	1 space per 300sq. ft. GFA	1 space per 450 sq. ft. GFA
<u>Catering</u>	1 space per 300sq. ft. GFA	1 space per 450 sq. ft. GFA
<u>Restaurant, coffee shop, tea house, taproom</u>	1 space per 150 sq. ft. GFA	1 space per 200 sq. ft. GFA
<i>Commercial Recreation, Entertainment and Lodging</i>		
<u>Bed and breakfast residence</u>	2 spaces per dwelling unit and 1 space per guest room	1.5 space per dwelling unit and 0.5 space per guest room
<u>Hotel, inn, motel</u>	2 spaces per 3 occupancy units plus maximum parking for bars, restaurants, assembly rooms	1 space per 2 occupancy units plus maximum parking for bars, restaurants, assembly rooms
<u>Short term rental dwelling unit</u>	2.5 spaces per dwelling unit	2 spaces per dwelling unit
<u>Basketball, volleyball court</u>	10 spaces per court	8 spaces per court
<u>Bowling, bocce ball, billiard hall</u>	3.5 spaces per lane, 2 spaces per table plus maximum parking for other uses	3 spaces per lane, 1.5 spaces per table plus maximum parking for other uses
<u>Electronic game room</u>	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
<u>Golf, driving range</u>	2 spaces per 15 feet of driving line	1.5 spaces per 15 feet of driving line
<u>Golf, miniature</u>	2 spaces per hole	1.5 spaces per hole
<u>Health/sports club, dance studio</u>	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
<u>Marina</u>	1 space per slip	1.5 spaces per 2 slips
<u>Reception/exhibition/bingo/dance hall, assembly hall without fixed seats</u>	1 space per 120 sq. ft. GFA	1 space per 150 sq. ft. GFA
<u>Roller rink, ice-skating rink</u>	1 space per 175 sq. ft. GFA	1 space per 215 sq. ft. GFA
<u>Stadium, sports arena</u>	2 spaces per 4 seats or 8 feet of benches	1.5 spaces per 4 seats or 8 feet of benches
<u>Swimming club</u>	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
<u>Tennis/racquetball/handball courts/club</u>	3.5 spaces per court, 2 spaces per 300 sq. ft. GFA plus required parking for other uses	3 spaces per court, 1.5 spaces per 300 sq. ft. GFA plus required parking for other uses
<u>Theater, auditorium, assembly hall with fixed seats, concert hall</u>	1 space per 2 seats	1.5 spaces per 4 seats
<i>Automobile Services</i>		
<u>Automobile convenience market</u>	1 space per 250 sq. ft. GFA	1 space per 300 sq. ft. GFA
<u>Automobile repair station, service station, body shop, specialty store</u>	1 space per 250 sq. ft. GFA plus 2 spaces per auto service stall	1 space per 300 sq. ft. GFA plus 2 spaces per auto service stall
<u>Auto repair accessory to auto sales</u>	2 spaces per auto service stall	1.5 spaces per auto service stall
<u>Automobile sales and rental</u>	1 space per 250 sq. ft. GFA plus 1 space per 3,000 sq. ft. of outdoor sales	1 space per 300 sq. ft. GFA plus 1 space per 3,500 sq. ft. of outdoor sales

Car wash	1 space per employee	1.5 spaces per 2 employees
<u>Limited Production, Processing and Storage</u>		
Limited production and processing	1 space per 600 sq. ft. GFA or 1 space per 1,200 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery	1 space per 700 sq. ft. GFA or 1 space per 1,400 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery
Warehousing, storage	1 space per 3,000 sq. ft. GFA	1 space per 3,500 sq. ft. GFA
Wholesale establishment	1 space per 900 sq. ft. GFA	1 space per 1000 sq. ft. GFA
Industrial Uses		
Industrial, manufacturing	1 space per 600 sq. ft. GFA or 1 space per 1,200 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery	1 space per 700 sq. ft. GFA or 1 space per 1,400 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery
Research, development and testing laboratory	1 space per 350 sq. ft. GFA	1 space per 400 sq. ft. GFA
Sheltered workshop	2 spaces per employee plus 2 spaces for each 25 program participants	1.5 spaces per employee plus 1.5 spaces for each 25 program participants

Sec. 63.208. Parking Requirements for Other Uses.

For those uses not specifically mentioned in section 63.207, the requirements for maximum off-street parking shall be in accordance with a use which the zoning administrator considers as similar in type pursuant to Section 61.106, Similar use determination. When the zoning administrator determines that there is no use listed in Section 63.207 which is like a petitioning use, the zoning administrator may determine the minimum maximum number of parking spaces required for such use.

Sec. 63.209. Reserved Legal nonconforming parking deficiency.

Nonresidential uses with a legal nonconforming parking deficiency may provide additional parking spaces, at a time not associated with the expansion of the gross floor area or a change in use requiring additional parking, and bank those additional spaces to be used to meet a future increase in the parking requirement due to a change of use or addition. Such additional parking must be legally added with an approved site plan and can only be banked for three (3) years from site plan approval date for surface parking and for six (6) years from site plan approval date for structured parking. Such parking will not be used to decrease the legal nonconforming parking deficiency for this period of time. If these parking spaces are not needed to meet a new parking requirement associated with either an expansion of the gross floor area or a change in use requiring additional parking, after three (3) years for surface parking or after six (6) years for structured parking, the parking spaces will be used to decrease any legal nonconforming parking deficiency that may exist.

Sec. 63.210. Bicycle parking.

- (a) Bicycle parking required minimum. The minimum number of bicycle parking spaces by type of use shall be determined in accordance with table 63.210. For those uses not specifically listed in table 63.210 a minimum of one (1) secure bicycle parking space shall be required for every 20 motor vehicle spaces.

Bicycle parking shall be provided according to the greater of the following:

- (1) Off-street parking facilities shall provide a minimum of one (1) secure bicycle parking space for every twenty (20) motor vehicle parking spaces, disregarding fractional bicycle spaces. A minimum of one (1) secure bicycle parking space shall be provided for an off-street parking facility with twelve (12) or more motor vehicle parking spaces; or
 - (2) For dwelling units, a minimum of one (1) secure bicycle parking space shall be provided for every fourteen (14) dwelling units. A fractional space up to and including one-half (½) shall be disregarded, and any fraction over one-half (½) shall require one (1) secure bicycle parking space.
- (b) *Substitution for required motor vehicle parking.* Bicycle parking may be substituted for up to ten (10) percent of minimum off-street parking requirements. For the purpose of calculating a substitution, two (2) secure bicycle lockers are the equivalent of one (1) parking space; four (4) spaces in a secure bicycle rack are the equivalent of one (1) parking space.

Table 63.210. Minimum Required Bicycle Parking By Use

<u>Land Use</u>	<u>Minimum bike parking requirements</u>
<u>Residential Uses</u>	
Multiple-family residential	1 space per 3 units
Housing for the elderly	1 space per 10 units
Live-work dwelling unit	1 space per 3 units
Roominghouse	1 space per 3 occupancy units
Dormitory, fraternity, sorority	1 space per 5 rooms
<u>Civic and Institutional Uses</u>	
Elementary/middle/junior high school	3 spaces per classroom
Senior high school	3 spaces per classroom
College, university, seminary, technical college, trade school, business school, arts school, dance school	1 space per 5,000 sq. ft. GFA
Museum	2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater
Non-commercial recreation, multi-use community center	2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater
Public library	2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater
<u>Commercial Uses</u>	
<u>Office, Retail and Service Uses</u>	
Office (including, but not limited to, administrative, financial, insurance, professional, real estate, and sales offices)	2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater

General retail, service business, bank, credit union, building materials center, business sales and services, convenience market, currency exchange, dry cleaning, commercial laundry, food and related goods sales, food shelf, furniture/appliance store, gun shop, shooting gallery, liquor store, lumber yard, massage center, pawn shop, photocopying, repair shop, self-service laundromat, supermarket, tattoo shop, tobacco shop	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
<i>Food and Beverages</i>	
Bar	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
Restaurant, coffee shop, tea house, deli, taproom	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
<i>Commercial Recreation and Entertainment</i>	
Dance hall, bingo hall, assembly halls without fixed seats, exhibition hall, reception hall	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
Electronic game room	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
Health/sports club (including, but not limited to, yoga, martial arts, and dance studios)	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
<i>Automobile Services</i>	
Automobile convenience market	2 spaces or 1 space per 4,000 sq. ft. GFA, whichever is greater.
<i>Limited Production, Processing and Storage</i>	
Limited production and processing	1 space per 10,000 sq. ft. GFA.
Warehousing, storage	1 space per 30,000 sq. ft. GFA
Wholesale establishment	1 space per 20,000 sq. ft. GFA
<i>Industrial Uses</i>	
Industrial, manufacturing	1 space per 20,000 sq. ft. GFA
Research, development and testing laboratory	1 space per 10,000 sq. ft. GFA
Sheltered workshop	1 space per 20,000 sq. ft. GFA

(e)(b) *Location and design.* The following standards shall apply to bicycle parking provided to meet the requirements of subsections (a) and (b) above:

- (1) The location of bicycle parking facilities shall be at least as convenient to the main entrance of the primary use as the most convenient third of the automobile parking.
- (2) Outdoor bicycle parking shall be visible from the public right-of-way or from inside the building. With a use of right-of-way permit from the city engineer, bicycle parking may be located in the public right-of-way.
- (3) Bicycle parking provided within a building shall be signed for bicycles, and the location shall be approved as easily accessible as part of site plan review. Indoor bicycle parking for commercial uses shall be accessible during regular hours of operation. Indoor bicycle parking for multi-family dwellings shall be accessible to residents at all times.

- (4) Where motor vehicle parking spaces are monitored, covered or weather protected, required bicycle parking spaces shall be provided on the same basis.
- (5) For the purposes of this section, secure bicycle parking is an area and facility used for the securing of bicycles. This term shall include enclosed bicycle storage, covered bicycle racks or fixed bicycle racks which permit the locking of the bicycle frame and one (1) wheel to the rack and support the bicycle in a stable position, anchored to prevent easy removal.
- (6) Bicycle parking facilities shall be maintained in accordance with section 63.315 and kept free from rust and corrosion. Lighting of bicycle parking facilities shall be provided in accordance with section 63.318.

~~Sec. 63.211. Shared vehicle parking.~~

~~Where one or more passenger automobiles are provided and managed on-site by an official car sharing provider for public use, the minimum required off-street parking as determined in section 63.207(a) may be reduced by up to ten (10) percent. For the purpose of calculating the required parking reduction, one (1) car sharing vehicle and associated space may be substituted for every ten (10) standard parking spaces.~~

Sec. 63.211. Unbundled Parking.

Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of a residential use, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

- (a) *Applicability.* Accessory off-street parking shall be unbundled for any development or redevelopment of a structure with twenty-five (25) or more residential dwelling units. Affordable housing dwelling units with financing that requires the cost for parking and housing be bundled together, shall be exempt from this provision.
- (b) *Requirements.* All accessory off-street parking spaces for residential units in new or rehabilitated residential dwellings shall be unbundled and shall be sold or leased separately for the life of the dwelling units.

~~Sec. 63.212. Preferential parking spaces.~~

~~For office, industrial, and institutional uses with more than twenty (20) parking spaces, up to five (5) percent of parking spaces may be reserved and designated for use by any of the following types of vehicles:~~

- ~~(1) Car pool or van pool vehicles.~~
- ~~(2) Vehicles designated as "US EPA Certified SmartWay® Elite" and displaying an official "SmartWay Elite" icon;~~
- ~~(3) Share car or vehicle as provided under Section 63.211;~~

~~Preferential parking spaces shall be placed in a convenient location proximate to the building entrance and identified with appropriate signage. Preferential parking spaces shall count towards the total required parking spaces.~~

63.212. Reserved.

Sec. 63.213. Accessible parking spaces.

If parking spaces are provided for self-parking, accessible spaces shall be provided as required by the Accessibility Guidelines for Buildings and Facilities of the Americans with Disabilities Act (ADA) in conformance with the table below. One (1) in every eight (8) accessible spaces, with a minimum of one (1) space, shall be van accessible. Required spaces need not be provided in the particular lot but may be provided in a different location if equivalent or greater accessibility is ensured. Each space reserved for the exclusive use of persons with mobility impairments shall be designated by a sign with the international wheelchair symbol. Parking facilities for residential uses with fewer than five (5) units are exempt from this standard but shall provide accessible spaces upon request of residents with disabilities.

<i>Total Parking In Lot</i>	<i>Required Minimum Number of Accessible Spaces</i>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20 plus 1 for each 100 over 1000

At facilities providing medical care and other services for persons with mobility impairments, parking spaces shall be provided in accordance with section 63.206(e) except as follows:

- (1) Outpatient units and facilities: ten (10) percent of the total number of parking spaces provided for each such outpatient unit or facility shall be accessible to persons with disabilities;
- (2) Units and facilities that specialize in treatment or services for persons with mobility impairments: twenty (20) percent of the total number of parking spaces provided for each such unit or facility shall be accessible to persons with disabilities.

If an existing parking facility loses off-street parking spaces as a result of moving the facility toward compliance with the provisions of the Americans with Disabilities Act, the parking facility shall be credited with the number of parking spaces lost when calculating the total number of spaces provided for zoning purposes.

Sec. 63.214. Use of required parking facilities.

Required Parking spaces shall be available for the use of residents, customers, or employees of the use. The storage of merchandise or trucks, or the repair of vehicles, or the business of selling merchandise is prohibited in off-street parking areas.

ARTICLE III. - 63.300. OFF-STREET PARKING FACILITY STANDARDS AND DESIGN

Sec. 63.301. Off-street parking facility standards and design.

Wherever the off-street parking requirements in article II, parking requirements, of this chapter require the building of an off-street facility, or where a VP vehicular parking district is provided, or where any off-street

parking facility is built, such Off-street parking facilities shall be laid out, constructed and maintained in accordance with the following standards and design.

~~Section 63.303. Parking location residential.~~

~~Residential off-street parking shall consist of an off-street parking facility or parking spaces as defined in this code. Parking spaces for one- and two-family dwelling units shall be located on the same zoning lot that they are intended to serve. Parking spaces for buildings containing three (3) or more dwelling units shall be on the same zoning lot, part of a shared parking arrangement pursuant to section 63.206(d), in a VP vehicular parking district, or in an abutting zoning lot in the same or less restrictive zoning district.~~

~~When residential parking is provided as part of a shared parking arrangement, the shared parking facility shall be clearly designated with an identification sign as described in section 64.401(j) and located within five hundred (500) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking facility.~~

~~Sec. 63.304. Parking location, nonresidential.~~

~~Off-street parking for other than residential use shall be either:~~

- ~~(a) On the same zoning lot as the building it is intended to serve; or~~
- ~~(b) In a VP vehicular parking district, the same or a less restrictive zoning district as the principal use, or within a more restrictive zoning district providing the principal use is also an allowed use in that zone; this parking shall be located within three hundred (300) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking lot.~~
- ~~(c) Part of a shared parking arrangement pursuant to section 63.206(d) or a shared commercial parking arrangement in an institutional lot pursuant to section 65.732. The shared parking facility shall be clearly designated with an identification sign as described in section 64.401(j) and located within five hundred (500) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking facility.~~

Sec. 63.303. Parking location.

- ~~(a) Parking spaces for one- and two-family dwellings shall be located on the same zoning lot that they are intended to serve.~~
- ~~(b) Off-street parking spaces for uses other than one- and two-family dwellings shall be located on the same zoning lot as the building it is intended to serve or within five hundred (500) feet of the building it is intended to serve and in the same or a less restrictive zoning district as the principal use, or within a more restrictive zoning district providing the principal use is also an allowed use in that zone.~~

Sec. 63.304. Reserved.

Sec. 63.308. Maneuvering lanes and driveways.

- ~~(a) Access to all off-street parking facilities shall be provided by a maneuvering lane so that any vehicle leaving or entering the facility from or onto a public street shall be traveling forward except in the following circumstances:~~

~~(a)(1) Parking for one- and two-family structures;~~

- ~~(b) Parking facilities with seven (7) or fewer parking spaces where the applicant can establish, in the review~~

of a site plan application, that allowance of alley access would not create or aggravate an unsafe condition; and

(2) Stacked parking. Stacked parking shall be allowed in any off-street parking facility whenever an attendant is present. Space for any maneuvering of vehicles must be provided in the attended parking facility.

(b) For one-family through four-family dwellings and townhouses, driveways that access a public street in front yards shall be no more than twelve (12) feet in width, except that a driveway may be up to four (4) feet wider than the garage door within (thirty) 30 feet of the garage door. Driveways for one- and two-family dwellings shall be a minimum of eight (8) feet in width or driveway pavement may be limited to wheel tracks at least two (2) feet wide.

(c) Alley access and maneuvering. Off-street parking facilities may be permitted access to an alley except where it is determined in the review of a site plan that allowance of alley access would create or aggravate an unsafe condition.

For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.

For parking facilities of eight (8) or more spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley, provided notice is sent to adjacent property owners in the manner set forth in section 61.402(b)(5) and there is an opportunity for them to comment. If the spaces are directly off of the alley and the maneuvering lane includes the alley, the spaces shall be set back a minimum of ten (10) feet from the centerline of the alley.

Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.

~~Sec. 63.309. Stacked parking.~~

~~Stacked parking shall be allowed in any off-street parking facility whenever an attendant is present. Space for any maneuvering of vehicles must be provided in the attended parking facility.~~

Sec. 63.309. Reserved.

Sec. 63.316. Paving.

All parking spaces, driveways and off-street parking facilities shall be paved with standard or pervious asphalt or concrete, or with brick, concrete or stone pavers, or material comparable to the adjacent street surfacing, in accordance with specifications of the zoning administrator, within one (1) year of the date of the permit except as provided in section 61.402(e). ~~For one-family and two-family dwellings, driveway pavement may be limited to wheel tracks at least two (2) feet wide.~~

~~For one-family through four-family dwellings and townhouses, driveways that access a public street in front yards shall be no more than twelve (12) feet in width, except that a driveway may be up to four (4) feet wider than the garage door within 30 feet of the garage door. The total amount of paving for surface parking spaces for one-family and two-family dwellings shall not exceed fifteen (15) percent of the lot area or one thousand (1,000) square feet, whichever is less.~~

Sec. 63.310. Entrances and exits.

Adequate entrances and exits to and from the parking facility shall be provided by means of clearly defined and limited drives. The number of curb cuts shall be minimized, and shared curb cuts for adjacent parking

areas are encouraged. When driveways no longer lead to legal off-street parking, the driveway and curb cut shall be removed and landscaping and curbing shall be restored.

- (a) ~~Entrances and exits to and from a parking facility on residentially zoned land shall not be across land in a more restrictive residential zoning district.~~
- (b) ~~Entrances and exits to and from a parking facility in a commercial or industrial zoning district shall not be across land in a residential district.~~
- (c)(a) ~~Entrances and exits to and from all parking facilities for commercial or industrial uses located in commercial, industrial, or traditional neighborhood districts shall be at least six (6) feet from any adjoining property in RL-RT2 zoning districts.~~
- (d)(b) ~~Entrances and exits to and from a parking facility shall be at least thirty (30) feet from the point of intersection of curb lines of two (2) or more intersecting streets.~~
- (e) ~~*Alley access from residential property.* Off-street parking facilities in residential zoning districts shall be permitted access to an alley except where it is determined in the review of a site plan application that permitting alley access may be harmful to the—.~~

~~For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.~~

~~Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.~~

- (f) ~~*Alley access from nonresidential property.* Off-street parking facilities in nonresidential zoning districts abutting residentially zoned land across an alley shall be denied alley access except where the applicant can establish, in the review of a site plan application, that allowance of alley access would not create or aggravate an unsafe condition and one (1) or more of the following conditions exist:~~
 - (1) ~~Alternatives to alley access are unsafe due to traffic volumes, traffic speeds, proximity to an intersection, steep slopes, a blind pedestrian crossing, or some other unsafe condition;~~
 - (2) ~~The location of existing structures on the property prohibits access to the street;~~
 - (3) ~~A comprehensive plan or a neighborhood plan approved by the city council recommends that new off-street parking facilities be located in the rear of development sites or discourage additional curb-cuts or driveways across sidewalks; or~~
 - (4) ~~The number of parking spaces in the off-street parking facility is seven (7) or fewer.~~

~~If a new alley access is proposed which will serve eight (8) or more parking spaces, notice to adjacent property owners and opportunity for them to comment shall be provided in the manner set forth in section 61.402(b)(5).~~

~~For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.~~

~~Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.~~

- (g)(c) ~~Entrances and exits to and from a parking facility shall be at least five (5) feet from existing or planned boulevard trees.~~

Sec. 63.312. Setback.

Except as otherwise provided in ~~section 66.442(a) or section 66.431(b)~~, surface off-street parking spaces shall not be within a required front or side yard and shall be a minimum of four (4) feet from any all lot lines, except that parking spaces using an alley for maneuvering shall be a minimum of ten (10) feet from the centerline of the alley. For housing on Irvine Avenue, a guest parking space may be provided on the driveway or elsewhere. If it is provided elsewhere, a guest parking area is exempt from setback requirements for parking spaces and it may be paved with gravel.

Sec. 63.319. Stormwater runoff.

(a) For off street parking facilities with greater than one-quarter (1/4) of an acre of total disturbed area, the following provisions for stormwater management shall apply:

(a)(1) ~~Stormwater drainage from off-street parking facilities of greater than one-quarter (1/4) of an acre of total disturbed area into public sewers shall be controlled so that peak stormwater discharge rates from the site for all storms up to and including the critical 100-year frequency will not exceed:~~

$$Q = 1.64 \times A$$

where Q = the maximum acceptable discharge rate in cubic feet per second and A = the site area in acres.

Parking facilities shall be designed in accordance with best management practices to comply with required local and regional water quality, volume, and rate control standards. These standards include but are not limited to chapter 52, stormwater runoff. Parking lots shall also abide by operation and maintenance regulation as specified by local and regional authorities.

(b) ~~For sites with greater than one-quarter (1/4) of an acre of total disturbed area, when the minimum required parking as determined in section 63.207(a) is constructed as surface parking and is exceeded by more than four (4) parking spaces, the following provisions for stormwater management shall apply unless otherwise regulated in an overlay zoning district:~~

(2) ~~Thirty (30) square feet of stormwater landscaping shall be provided per parking space over the minimum required parking. Stormwater landscaping shall be designed to include an under drain system if stormwater landscaping is located in areas with hydrologic soil type C (Sandy clay loam).~~

(3) ~~Stormwater landscaping shall not be required if located in areas with hydrologic soil type D (Clay); groundwater or bedrock within three (3) feet of the bottom of the infiltration area; nearby wells or utilities; or potential contamination.~~

(e)(b) For parking facilities with greater than one (1) acre of total disturbed area, other local, state, and regional regulations also apply.

ARTICLE IV. 63.400. OFF-STREET LOADING AND UNLOADING

Sec. 63.401. Off-street loading and unloading.

~~On the same premises with every building, structure or part thereof involving~~ When a use includes an accessory loading and unloading area for such activities as the receipt and distribution of vehicles, materials, merchandise, supplies or equipment, there shall be provided and maintained on the zoning lot, in addition to off-street parking in conformance with the requirements of this code, adequate space for maneuvering, standing, loading and unloading in order to avoid undue interference with public use of dedicated rights-of-

way. Such space shall be provided as follows:

- (a) All spaces shall be laid out in dimensions that can accommodate the expected delivery vehicle. of at least ten (10) by fifty (50) feet or five hundred (500) square feet in area, with a clearance of at least fourteen (14) feet in height. Loading areas and dock approaches shall be provided with a pavement having a permanent, durable and dustless surface. ~~All spaces shall be provided in at least the following ratio:~~

Gross Floor Area (In Square Feet)	Loading and Unloading Space Required in Terms of Square Feet of Gross Floor Area
0-1,400	None
1,401-20,000	One space
20,001-100,000	One space plus one space for each 20,000 square feet in excess of 20,001 square feet
100,001 and over	Five (5) spaces

- (b) No off-street loading space shall be located in any yard adjoining any residential use or zoning district.
- (c) Off-street loading shall not conflict with required off-street parking or the system of pedestrian flow, and shall not obstruct building ingress and egress.
- (d)(e) Space shall be provided within the off-street loading area so that any maneuvering back into or out of a loading space can be conducted outside of any public right-of-way except where the applicant can establish, in the review of a site plan application, that allowance of such maneuvering would not create or aggravate undue interference with public use of dedicated right-of-way.

Chapter 65. Zoning Code - Land Use Definitions and Development Standards

ARTICLE II. 65.100. RESIDENTIAL USES

Sec. 65.121. Dwelling, carriage house.

An accessory dwelling in a combined residential and garage building, separate from the main building on the lot, located above and/or adjacent to the garage.

Standards and conditions in residential districts:

- (a) The building planned for use as a carriage house dwelling had space originally built to house domestic employees.
- (b) The applicant shall obtain a petition signed by two-thirds (2/3) of the property owners within one hundred (100) feet of the applicant's property line consenting to the carriage house dwelling.
- (e) ~~The applicant shall not reduce the number of existing off-street parking spaces on the property and shall also provide additional off-street parking as required for the carriage house dwelling.~~
- (d)(c) A site plan and a building plan shall be submitted to the planning commission at the time of application. Carriage house dwellings are exceptions to one (1) main building per zoning lot requirements.

Sec. 65.132. Reuse of large structures.

Conversion or reuse of residential structures of over nine thousand (9,000) square feet gross floor area and permitted nonresidential structures such as churches and schools.

Standards and conditions in residential districts:

- (a) The planning commission shall find that the structure cannot reasonably be used for a conforming use.
- (b) The planning commission shall find that the proposed use and plans are consistent with the comprehensive plan.
- (c) The planning commission shall find that the proposed use and structural alterations or additions are compatible with the surrounding neighborhood and land uses.
- (d) ~~Parking for the new use shall be provided in accordance with the requirements of section 63.200 for new structures.~~
- ~~(e)~~(d) Applications for conversion or reuse shall include a notarized petition of two-thirds ($\frac{2}{3}$) of the property owners within one hundred (100) feet of the property proposed for the reuse, site plans, building elevations, and landscaping plans, and other information which the planning commission may request. The notarized petition requirement shall be waived for a proposed conversion or reuse to serve residents who are all considered handicapped under the Federal Fair Housing Act Amendments of 1988.

Sec. 65.161. Sober house.

A dwelling unit occupied by more than four (4) persons, all of whom are in recovery from chemical dependency and considered handicapped under the Federal Fair Housing Act Amendments of 1988, that provides a non-institutional residential environment in which the residents willingly subject themselves to written rules and conditions, including prohibition of alcohol and drug use (except for prescription medications obtained and used under medical supervision), intended to encourage and sustain their recovery. The residents of a sober house are similar to a family unit, and share kitchen and bathroom facilities and other common areas of the unit. Sober houses are financially self-supporting. This definition does not include facilities that receive operating revenue from governmental sources. Sober houses do not provide on-site supportive services to residents, including the following: mental health services; clinical rehabilitation services; social services; medical, dental, nutritional and other health care services; financial management services; legal services; vocational services; and other similar supportive services.

Standards and conditions:

A request for reasonable accommodation for this use as required under the Federal Fair Housing Act Amendments of 1988 by providing an exception to the maximum number of unrelated persons living together in a dwelling unit shall automatically be granted if the following standards and conditions are met. This does not limit the city from granting additional reasonable accommodation for this use under the general provisions of this Code.

- (a) The operator shall submit a request for reasonable accommodation to the zoning administrator on a form provided by the city, specify the number of residents, and provide information necessary to assure the use meets applicable zoning standards. The maximum total number of residents permitted in the sober house shall be specified by the fire certificate of occupancy.
- (b) ~~For a sober house that does not meet the parking requirement in section 63.207, the operator shall submit a written parking plan that demonstrates sufficient parking for the use.~~

- (c)(b) In RL-R4 Residential Districts, the sober house shall serve ten (10) or fewer residents.
- (d)(c) For a structure serving seventeen (17) or more sober house residents, a conditional use permit is required. This use shall be exempt from section 61.501 conditional use permit general standards (a), (c), and (d).
- (e) (d) Property containing one (1) or more sober house units shall be a minimum distance of three hundred thirty (330) feet from any other property containing a sober house.

ARTICLE III. - 65.200. CIVIC AND INSTITUTIONAL USES^[3]

Sec. 65.220. College, university, seminary, or similar institution of higher learning

An institution for post-secondary education, public or private, offering courses in general, technical, or religious education and not operated for profit, which operates in buildings owned or leased by the institution for administrative and faculty offices, classrooms, laboratories, chapels, auditoriums, lecture halls, libraries, student and faculty centers, athletic facilities, dormitories, fraternities, and sororities, but not including colleges or trade schools operated for profit.

Standards and conditions except in B4-B5 business districts:

- (a) When an institution is established, it shall provide the minimum number of off-street parking spaces required by this Code. The institution shall be required to provide additional parking spaces only when the minimum number of parking spaces will have to be increased due to a more than ten (10) percent or three hundred (300) gain in the total number of employees, staff and students, whichever is less. Thereafter, additional parking spaces will have to be provided for each subsequent gain of more than ten (10) percent or three hundred (300) in the total number of employees, staff or students. To determine compliance with parking requirements, the institution must file an annual report with the planning administrator stating the number of employees, staff and students associated with the institution.
- (b) A theater, auditorium or sports arena located on a college, university or seminary campus must provide off-street parking within six hundred (600) feet of the building to be served as measured from a principal entrance to the building to the nearest point of the off-street parking facility, and also provide the number of parking spaces specified in section 63.200. The planning commission, after public hearing, may determine that the existing parking provided by the institution for students, employees and dormitory beds meets this parking requirement based upon the following:
 - (1) The spaces are within six hundred (600) feet of the building they are intended to serve, as measured from a principal entrance to the building to the nearest point of the off-street parking lot; and
 - (2) It can be demonstrated by the institution that the spaces are not needed by students and employees during times when events attracting nonstudents and nonemployees are to be held.

Additional Standards and conditions in residential districts:

- (ae) The campus boundary as defined under subparagraph (f) below at some point shall be adjacent to a major thoroughfare as designated on the major thoroughfare plan.
- (bd) Buildings shall be set back a minimum of fifty (50) feet from every property line, plus an additional two (2) feet for every foot the building's height exceeds fifty (50) feet.
- (ce) On a campus of five (5) acres or more, no building shall exceed ninety (90) feet in height; on a

campus smaller than five (5) acres, no building shall exceed forty (40) feet in height.

(df) The boundaries of the institution shall be as defined in the permit, and may not be expanded without the prior approval of the planning commission, as evidenced by an amended conditional use permit. The campus that is defined by the boundaries shall be a minimum of three (3) acres, and all property within the campus boundaries must be contiguous.

The applicant shall submit an "anticipated growth and development statement" for approval of a new or expanded campus boundary, which statement shall include but not be limited to the following elements:

- (1) Proposed new boundary or boundary expansion.
- (2) Enrollment growth plans that include planned or anticipated maximum enrollment by major category (full-time, part-time, undergraduate, graduate) over the next ten (10) years and also the anticipated maximum enrollment over the next twenty (20) years.
- (3) Plans for parking facilities over the next ten (10) years, including potential locations and approximate time of development.
- (4) Plans for the provision of additional student housing, either on-campus or off-campus in college-controlled housing.
- (5) Plans for use of land and buildings, new construction and changes affecting major open space.
- (6) An analysis of the effect this expansion (or new campus) will have on the economic, social and physical well-being of the surrounding neighborhood, and how the expansion (or new campus) will benefit the broader community.

Approval of a new or expanded campus boundary shall be based on an evaluation using the general standards for conditional uses found in section 61.500, and the following criteria:

- (i) Anticipated undergraduate student enrollment growth is supported by plans for student housing that can be expected to prevent excessive increase in student housing demand in residential neighborhoods adjacent to the campus.
 - (ii) Potential parking sites identified in the plan are generally acceptable in terms of possible access points and anticipated traffic flows on adjacent streets.
 - (iii) Plans for building construction and maintenance of major open space areas indicate a sensitivity to adjacent development by maintaining or providing adequate and appropriately located open space.
 - (iv) The proposed new or expanded boundary and the "anticipated growth and development statement" are not in conflict with the city's comprehensive plan.
- (g) ~~The institution shall not exceed by more than ten (10) percent or three hundred (300), whichever is less, the student enrollment, staff and employee size and/or dormitory bed levels identified in the permit unless required off-street parking is provided and approved by the commission.~~

ARTICLE V. - 65.400. COMMERCIAL USES

Sec. 65.525. Outdoor uses, commercial.

Outdoor retail sales and services (principal and accessory), mobile food units, and display of merchandise for sale on the premises, not including outdoor commercial uses otherwise specifically regulated or allowed in the district. Commercial outdoor uses in conjunction with community festivals are regulated under Chapter 366 and are not subject to the requirements of this section.

Standards and conditions for outdoor commercial uses that are not in the public right-of-way:

- (a) The use shall not conflict with required off-street parking, off-street loading and the system of pedestrian flow, and shall not obstruct building ingress and egress.
- (b) For commercial outdoor uses that occupy more than ten (10) percent of the zoning lot or one thousand (1,000) square feet, whichever is less, the following apply:
 - (1) Except in the I2 industrial district, a conditional use permit is required.
 - (2) Approval of a site plan showing the location and layout of outdoor commercial uses on the site.
 - (3) Provide the zoning administrator with written contact information for the person responsible for coordinating the outdoor sales and activities and update the zoning administrator in writing within thirty (30) days should any contact information change.
- (c) The area shall be kept free of litter. Donated items or materials shall not be left outside of donation drop-off boxes.

Sec. 65.731. Parking facility, commercial.

An off-street parking facility, not accessory to any principal use, for which a fee is charged for the privilege of parking.

Standards and conditions in traditional neighborhood districts, ~~and~~, IT industrial districts, B4 central business districts, and B5 central service districts:

- (a) At least fifty (50) percent of the length of any parking structure facade adjacent to a public street shall consist of retail, office, civic, institutional, residential, or other similar non-parking uses at street level.
- (b) Except in the T2 district, all parking spaces shall be underground or within a parking structure. Thirty (30) percent of the floor area of the commercial parking facility may be counted toward meeting the minimum floor area ratio.
- (c) In the T2 district, commercial surface parking facilities shall not be located within one-quarter (¼) mile of University Avenue.

~~**Sec. 65.732. Shared commercial parking in institutional lots.**~~

~~The use of existing paved parking lots of churches, colleges, universities, schools and seminaries by permitted business uses in nearby business districts.~~

~~*Standards and conditions in residential districts:*~~

- ~~(a) Each business using such lot shall be located within five hundred (500) feet of the shared parking lot measured from the property line of the business to the property line of the parking lot; except that the five-hundred-foot distance requirement may be waived if the principal use leases off-street parking for~~

employees only, requires permit parking for employees using such parking lot or uses some other system to ensure that employees really park in the remote lot.

- (b) ~~There shall be no outdoor storage on the parking lot.~~
- (c) Application for a shared commercial parking permit on an institutional lot must be accompanied by proof of the under utilization of the institutional lot during periods of peak business demand in a report showing:
 - (1) ~~The off-street parking need of the institution during the peak demand periods of the business (es).~~
 - (2) ~~The off-street parking need of the business(es) during peak demand periods.~~
 - (3) ~~Extent of parking shortfall for the business(es) during peak demand period(s).~~
 - (4) ~~The number and location of the parking spaces in the institutional lot that may be used by business(es) during peak demand periods.~~
 - (5) ~~The existence, if any, of prior commitments for use of the institutional lot by other businesses or other noninstitutional users.~~
 - (6) ~~The shared parking lease arrangement is not an attempt to avoid liability for property taxes.~~
- (d) ~~If the shared parking is required by the zoning code, each business use shall provide proof of at least a ten-year lease agreement with the institution for the shared parking arrangement. If the shared parking is not required, each business shall provide proof of at least a two-year lease agreement. Each lease will be reviewed annually.~~
- (e) ~~The lease agreement must delineate the number of spaces and the specific hours of operation of the parking lot for each day of the week that the lot is to be used by the business. The business lessee must indicate in the lease agreement that it recognizes its responsibility for property taxes imposed under Minnesota Statutes, section 272.01, subdivisions 2(a) and 2(c).~~
- (f) ~~The zoning application must include the submittal of a site plan drawn to scale showing the layout of the parking lot, all access and egress locations, and the surrounding buildings within one hundred (100) feet of the lot.~~
- (g) ~~Only passenger vehicles will be allowed in shared parking spaces in institutional lots.~~

Sec. ~~65.732~~ 65.733 - 65.739. Reserved.

Chapter 66. Zoning Code-Zoning District Uses, Density and Dimensional Standards

ARTICLE II. 66.200. RESIDENTIAL DISTRICTS

Sec. 66.221. Principal uses.

Table 66.221, principal uses in residential districts, lists all permitted and conditional uses in the RL-RM3 residential districts, and notes applicable development standards and conditions.

Table 66.221. Principal Uses in Residential Districts

Use	RL	R1- R4	RT 1	RT 2	RM 1	RM 2	RM3	Definition (d) Standards (s)
Parking Facilities								
Shared commercial parking in institutional lots	G	G	G	G	G	G	G	(d), (s)
Transportation								

Notes to table 66.231 <https://library.municode.com/mn/st._paul/codes/code_of_ordinances?nodeId=PTIILECO_TITVIIIZOCO_CH66ZOCOONDIUSDEDIST_ARTII66.200.REDI_DIV366.230.REDIDEDIS_T_S66.231DEDISTTA>, residential district dimensional standards:

- (e) Floor area ratio (FAR) shall be prorated upon the percentage of parking that is provided as structured parking. The FAR maximum with structured parking may be increased by 0.5 if at least ten (10) percent of new dwelling units are affordable at sixty (60) percent of the area median income for at least fifteen (15) years. The FAR maximum with structured parking may be increased by an additional 0.5 (total of 1.0 increase) if at least twenty (20) percent of new dwelling units are affordable at sixty (60) percent of the area median income for at least fifteen (15) years. Units required to be affordable shall be occupied by qualifying low-income residents. Prior to receiving a certificate of occupancy for the new building (or building expansion), demonstration of the commitment to affordable housing in accordance with this footnote must be provided as: a deed restriction or other contractual agreement with the city, or a city housing and redevelopment authority financing agreement or other similar financing agreement, and documentation of low-income residents' qualifications.

ARTICLE III. 66.300. TRADITIONAL NEIGHBORHOOD DISTRICTS

Division 3. 66.330. Traditional Neighborhood District Density and Dimensional Standards

Sec. 66.331. Density and dimensional standards table.

Notes to table 66.331, traditional neighborhood district dimensional standards:

- (b) Units per acre is calculated based on net acreage. Density based on units per acre must be calculated for parcels of an acre or more in size. For smaller parcels, the maximum number of units may be calculated based upon minimum lot size per unit.

In calculating the area of a lot for the purpose of applying lot area and density requirements, the lot area figure may be increased by ~~three hundred (300) square feet~~ six hundred 600 square feet for each parking space (up to ~~two~~ one parking spaces per unit) within a multiple-family structure or otherwise completely underground. ~~Parking spaces within an above-ground parking structure, except for those on the top level, may also be used for this lot area bonus a structured parking facility.~~ The maximum number of units possible on a lot using this lot area bonus can be calculated using the formula: Maximum units allowed = Lot Area ÷ (minimum lot area per unit - 600). ~~X = L ÷ (A-600), where X = maximum units allowed, L = lot area in square feet, and A = required lot area per unit in square feet. A site plan showing parking layout and dimensions shall be required when applying for this lot area bonus.~~

- (c) Floor area ratio (FAR) shall be prorated upon the percentage of required parking that is provided as structured parking. A minimum FAR of 0.5 is required in light rail station areas. Thirty (30) percent of the floor area of structured parking within, above, or below the principal structure may be counted toward meeting the minimum FAR.

Division 4. 66.340. Required Conditions

Sec. 66.341. Required conditions in T1-T2 traditional neighborhood districts.

(a) *Amount of parking.* For buildings with more than six (6) dwelling units the minimum amount of required off-street parking for residential uses specified in section 63.207, Parking requirements by use, may be reduced by twenty-five (25) percent. This provision does not apply to live-work units.

(b)(a) *Placement of parking.* Surface parking may be located:

- (1) To the rear of the principal building or within the rear yard of the parcel.
- (2) In an interior side yard if rear parking is impractical or insufficient, provided that surface parking areas and entrance drives occupy no more than fifty (50) percent of the total lot frontage. Surface parking areas in light rail station areas shall occupy no more than sixty (60) feet of the lot frontage.
- (3) On a separate lot, in compliance with section 63.304 63.303.
- (4) If a variance of this parking placement requirement is necessary to allow parking in front of a building because of special needs and site constraints, there should be a good pedestrian connection between the sidewalk and building entrance, and the area should be well landscaped.

(e)(b) In the T1 district, all activities except for off-street parking and loading shall take place within completely enclosed buildings, with the exception of outdoor seating areas for coffee shops or similar uses.

(d)(c) Storefronts or ground floors originally designed for commercial use shall not be converted to more than fifty (50) percent residential use without a conditional use permit. In conversion from commercial to residential use, the elements of traditional storefront design, where present, shall be retained. These include door and window openings, display windows, intermediate cornice lines, sign bands, awnings, arcades, and primary entrances facing the public street.

(e)(d) In mixed-use buildings, nonresidential uses shall be located on the first floor or lower floors of the building. Residential units in mixed-use buildings may be located on any floor, but not directly beneath a nonresidential use.

Sec. 66.342. Parking requirements in T3-T4 traditional neighborhood districts.

(a) *Amount of parking.* The minimum amount of required parking for residential uses specified in Section 63.207, Parking requirements by use, may be reduced by twenty-five (25) percent. On-street parking located along the frontage of a property may be used to meet parking requirements for that property.

(b)(a) *Placement of parking.* Surface parking may be located:

ARTICLE IV. 66.400. BUSINESS DISTRICTS

Division 4. 66.440. Required Conditions

Sec. 66.442. Parking requirements in the BC community business (converted) district.

In the BC community business (converted) district, when existing buildings are converted from residential to business use, when existing buildings are enlarged, and when new buildings are erected, off-street parking shall be provided as follows:

(a) Off-street parking spaces shall not be located within a front yard and must be set back at least two (2) feet from a side-lot line.

(b) Off-street parking facilities on lots without principal buildings shall provide principal access from the street.

ARTICLE IX. 66.900. FORD DISTRICTS

Division 4. 66.940. Ford District Development Standards

Sec. 66.942. Ford district vehicle parking standards.

Off-street parking shall be provided as follows. These requirements supersede the parking requirements in section 63.207.

Table 66.942. Vehicle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Parking Spaces (a)</i>
Residential, dwellings	0.75 space per dwelling unit	2 spaces per dwelling unit
Residential, congregate living	0.25 space per bedroom	1 space per bedroom
Nonresidential	1 space per 600 square feet GFA	1 space per 200 square feet GFA