

AGENDA

CITY OF TAYLOR, TEXAS

PLANNING AND ZONING COMMISSION MEETING

City Hall Council Chambers
400 Porter Street, Taylor, TX 76574

February 13, 2018 6:00 P.M.

CALL TO ORDER AND DECLARE A QUORUM

CITIZENS COMMUNICATION

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Board may act on with one single vote. The Chairman or a Board member may pull any item from the Consent Agenda in order to discuss and act upon it individually as part of the Regular agenda.)

1. Review and approve minutes from the meeting on January 9, 2018.

REGULAR AGENDA – REVIEW/DISCUSS & CONSIDER/ACTION:

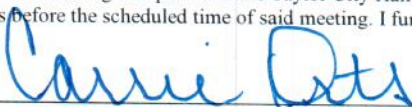
1. Election of Officers
2. **PZ-2017-1072 – Consider Approval** on a Final Plat of 30.351 acres in the Parthinia Coursey Survey, Abstract No. 131, to be known as Dove Pass Subdivision, located at 1200 Old Thorndale Road, in the Single Family Residential (R-1) Zoning District.
3. **PZ-2018-1078 – Public Hearing** on a Final Plat of a Replat of Parts of Lot 8 and Lot 9, and all of Lot 10, Block 1, of the Brown-Bland-Allen Addition, and 0.195 acre out of the John Winsett Survey, Abstract No. 661, to be known as 842 Kimbro Subdivision, located at 842 Kimbro Street, in the Single Family Residential (R-1) Zoning District.
4. **PZ-2018-1078 – Consider Approval** on a Final Plat of a Replat of Parts of Lot 8 and Lot 9, and all of Lot 10, Block 1, of the Brown-Bland-Allen Addition, and 0.195 acre out of the John Winsett Survey, Abstract No. 661, to be known as 842 Kimbro Subdivision, located at 842 Kimbro Street, in the Single Family Residential (R-1) Zoning District.
5. Consider an update regarding Council actions related to Planning and Zoning items.
6. Update on revisions to Zoning Ordinance Chapter 6, Off-Street Parking and Loading
7. Review and Discuss draft of Parking in Yards Ordinance.

ADJOURN

Next Meeting Date: March 13, 2018

The Board may vote and/or act upon each of the items listed in this Agenda. The Board reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally justified under the Open Meetings Act. I certify that the notice of meeting was posted in the Taylor City Hall Lobby before 6:00 pm on **February 9, 2018** and remained posted for at least 72 continuous hours before the scheduled time of said meeting. I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By:



Carrie Orts Administrative Assistant to Development Services

Date: 2.9.2018

**MINUTES
CITY OF TAYLOR, TEXAS
400 Porter Street, Taylor Texas 76574
PLANNING AND ZONING COMMISSION MEETING
January 9, 2018 6:00 p.m.
City Council Chamber**

PRESENT

Don McAlister
Donna Frazier
Mike Eaton
Rick Selin
Annette Maruska
Michael Aplin
Betty Day
Leland Stevens

ABSENT

Faith Gardner

OTHERS PRESENT

Ashley Lumpkin, Director Development Services
Michael Elabarger, Senior Planner
Carrie Orts, Assistant Development Services

CALL TO ORDER AND DECLARE A QUORUM

The meeting was called to order and a quorum declared at 6:00 p.m.

CITIZEN COMMUNICATION

None

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission or Board may act on with one single vote. The Chairman or a Board member may pull any item from the Consent Agenda in order to discuss and act upon it individually as part of the Regular agenda.)

Review and approve minutes from the meeting on December 12, 2017.

Motion made by Mrs. Day to approve minutes as written from the December 12, 2017 meeting.
Second by Mr. Eaton. All voted Aye.

PZ-2017-1076 – Consider Approval on a Final Plat of 12.429 acres in the Parthinia Coursey Survey, Abstract No. 131, to be known as Frenette Farmette Subdivision, located at 2100 Old Thorndale Road, in the Single Family Residential (R-1) Zoning District.

Mr. Elabarger made presentation on the request, including the recommendation of approval of the Final Plat, as it meets all of the technical requirements of the Subdivision Ordinance. Mr. Aaron Cazalas was present to answer questions.

Mr. Aplin made motion to recommend approval of plat. Second by Mr. Selin. All voted aye.

PZ-2017-1070 – Public Hearing on a Final Plat of a Replat of Portions of Lot 29 and 30, Block 2, Zella Jones Addition, to be known as Griffen Estates, located at 116 2nd Avenue, in the Manufactured Housing (MH) Zoning District.

Hearing opened. Mr. Elabarger made presentation on the request, including the recommendation of approval of the Final Plat, as it meets all of the technical requirements of the Subdivision Ordinance. Mr. Nathan Pare was present to answer questions. Hearing closed.

PZ-2017-1070 – Consider Approval on a Final Plat of a Replat of Portions of Lot 29 and 30, Block 2, Zella Jones Addition, to be known as Griffen Estates, located at 116 2nd Avenue, in the Manufactured Housing (MH) Zoning District.

Mr. Stevens made motion to approve Final Plat. Second by Mrs. Frazier. All voted aye.

PZ-2017-1071 – Consider Approval on a Preliminary Plat of 30.351 acres in the Parthinia Coursey Survey, Abstract No. 131, to be known as Dove Pass Subdivision, located at 1200 Old Thorndale Road, in the Single Family Residential (R-1) Zoning District.

Mr. Elabarger made presentation on the request, including the recommendation of approval of the Final Plat, as it meets all of the technical requirements of the Subdivision Ordinance. Mr. Mike Herzog was present to answer questions. Two citizens spoke in regards to concern about flooding and run off in the area. There was discussion between Board and Staff.

Mr. Aplin made motion to approve preliminary plat. Second by Mr. Eaton. All voted aye.

Consider an update regarding Council actions related to Planning and Zoning items.

Mrs. Lumpkin gave update regarding Council actions related to Planning and Zoning.

Update on revisions to Zoning Ordinance Chapter 3/Section 3.2, Zoning District Use Tables

Mr. Elabarger gave update on revisions to Zoning Ordinance Chapter 3/Section 3.2, Zoning District Use Tables.

Adjourn

The meeting was adjourned at 7:38 p.m.

Carrie Orts
Administrative Assistant Development Services

Don McAlister
Planning & Zoning Commission Chairman

PZ-2017-1072

Dove Pass Subdivision

Final Plat



Applicant Information:

Applicant: Michael Herzog (Owner), Bruce Bryan (Applicant)

Applicant Request: Request approval of a 19-lot Final Plat

Subject Property:

Location: 1200 Old Thorndale Road

Legal Description: 30.351 acre P. Coursey Survey, Abstract No. 131

Existing Zoning: R-1, Single Family Residential District

Utilities: Property is served by water and wastewater; seven (7) lots will utilize on-site sanitary facilities.

Existing Use of Property: Undeveloped

Adjacent Zoning and Land Use Pattern:

<u>Direction</u>	<u>Current Zoning</u>	<u>Existing Land Use</u>
North	R-1, Single Family Residential District	Single family dwellings
South	R-1, Single Family Residential District	Undeveloped, large lot residential
East	R/A, Rural Agricultural District	Undeveloped
West	R-1, Single Family Residential District	Single family dwelling

Case Summary

The subject tract is located on the south side of Old Thorndale Road and the corner intersection with Gravel Pit Road. The applicant is proposing a Final Plat, following up a Preliminary Plat (PZ-2017-1071) to create 19 lots for single-family dwelling purposes, to be developed under the R-1 Zoning District standards, with all lots fronting on the two existing bounding roadways. The plat has met all of the City's subdivision regulation requirements.

Staff Recommendation

Staff recommends approval of the Final Plat.

Attachments: Exhibit 1 - Aerial Photograph
Exhibit 2 - Zoning Map
Exhibit 3 - Proposed Final Plat

Exhibit 1 - Aerial Map

OLD THORNDALE RD

Subject Property

GRAVEL PIT RD

MOCKINGBIRD LN

MARBOSA LN

0 550 1,100 Feet



Exhibit 2 - Zoning Map

OLD THORNDALE RD

Subject Tract

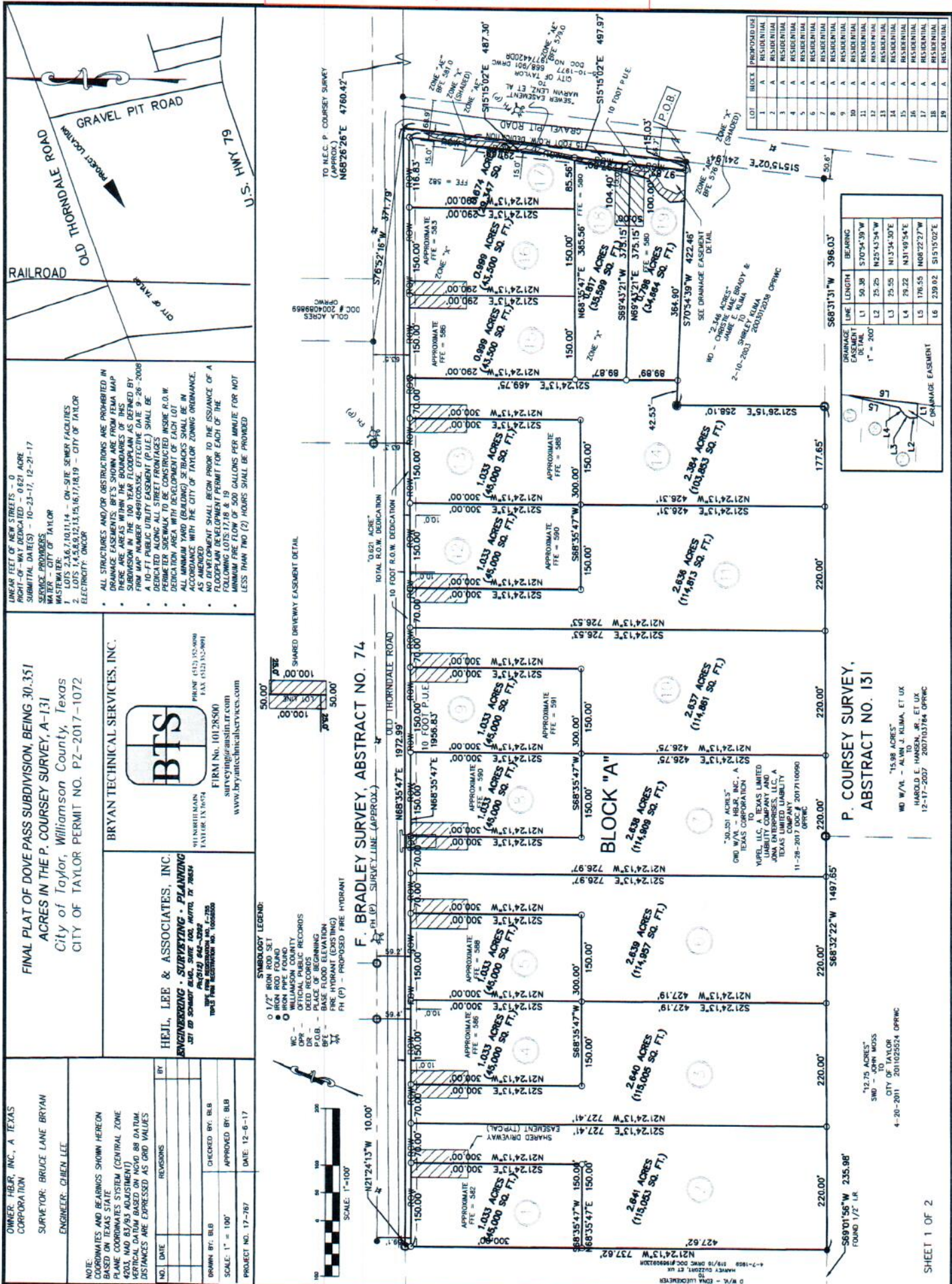
Legend

- Parcel Lines
- ZONING
- P Parks
- I Institutional
- R/A Rural Agriculture
- R-1 Single Family
- R-2 Single Family
- R-3 Single Family
- M-H Manufactured Housing
- D Duplex Residential
- MF-1 Multi- Family
- MF-2 Multi-Family
- R-PD Residential Planned Development
- B-1 Local Business
- B-2 General Business
- B-3 Central Business
- BP-1 Business Park 1
- BP-2 Business Park 2
- M-1 Light Industrial
- M-2 Heavy Industry



0 550 1,100 Feet

Exhibit 3 - Proposed Final Plat



PZ-2018-1078

842 Kimbro Subdivision

Final Plat (Replat)



Applicant Information:

Applicant: Manuel Torres, Juan Manuel Torres (Owner),
Corey Hall (Applicant)

Applicant Request: Request approval of a one-lot Resubdivision Plat (Replat)

Subject Property:

Location: 842 Kimbro Street

Legal Description: Lot 10, parts of Lot 8 & 9, Block 1, Brown-Bland-Allen Subdivision,
and 0.195 acre J. Winsett Survey

Existing Zoning: R-1, Single family Residential District

Utilities: Property is already served by all utilities

Existing Use of Property: Undeveloped

Adjacent Zoning and Land Use Pattern:

<u>Direction</u>	<u>Current Zoning</u>	<u>Existing Land Use</u>
North	R-1 Single Family Residential	Single family dwelling
South	R-1 Single Family Residential	Single family dwelling
East	R-1 Single Family Residential	Single family dwelling
West	R-1 Single Family Residential	Single family dwelling

Case Summary

The subject tract is located mid-block on the east side of Kimbro Street. The applicant is proposing a Final Plat of approximately 0.787 acres to create one lot, which exists via a deed as portions of original Lots 8 and 9, and all of Lot 10, of the Brown-Bland-Allen Subdivision (1901), plus an additional 0.195 acre tract of land that was never part of a subdivision. Because of the deed created boundaries of the property, and existing developed properties on either side of it, the lot cannot meet the Zoning Ordinance minimum lot frontage standard of 70'. The proposed plat will facilitate single family development under the current R-1 District zoning (except as noted). The plat has met all of the City's subdivision regulation requirements. Per Section 212.015, a Public Hearing is required to be held due to the single-family zoning of the property.

Staff Recommendation

Staff recommends approval of the Final Plat (Replat).

Attachments: Exhibit 1 - Aerial Photograph
Exhibit 2 - Zoning Map
Exhibit 3 - Proposed Final Plat

EXHIBIT 1 - AERIAL MAP



W 11TH ST

LEXINGTON ST

Subject Property

KIMBRO ST

W 8TH ST

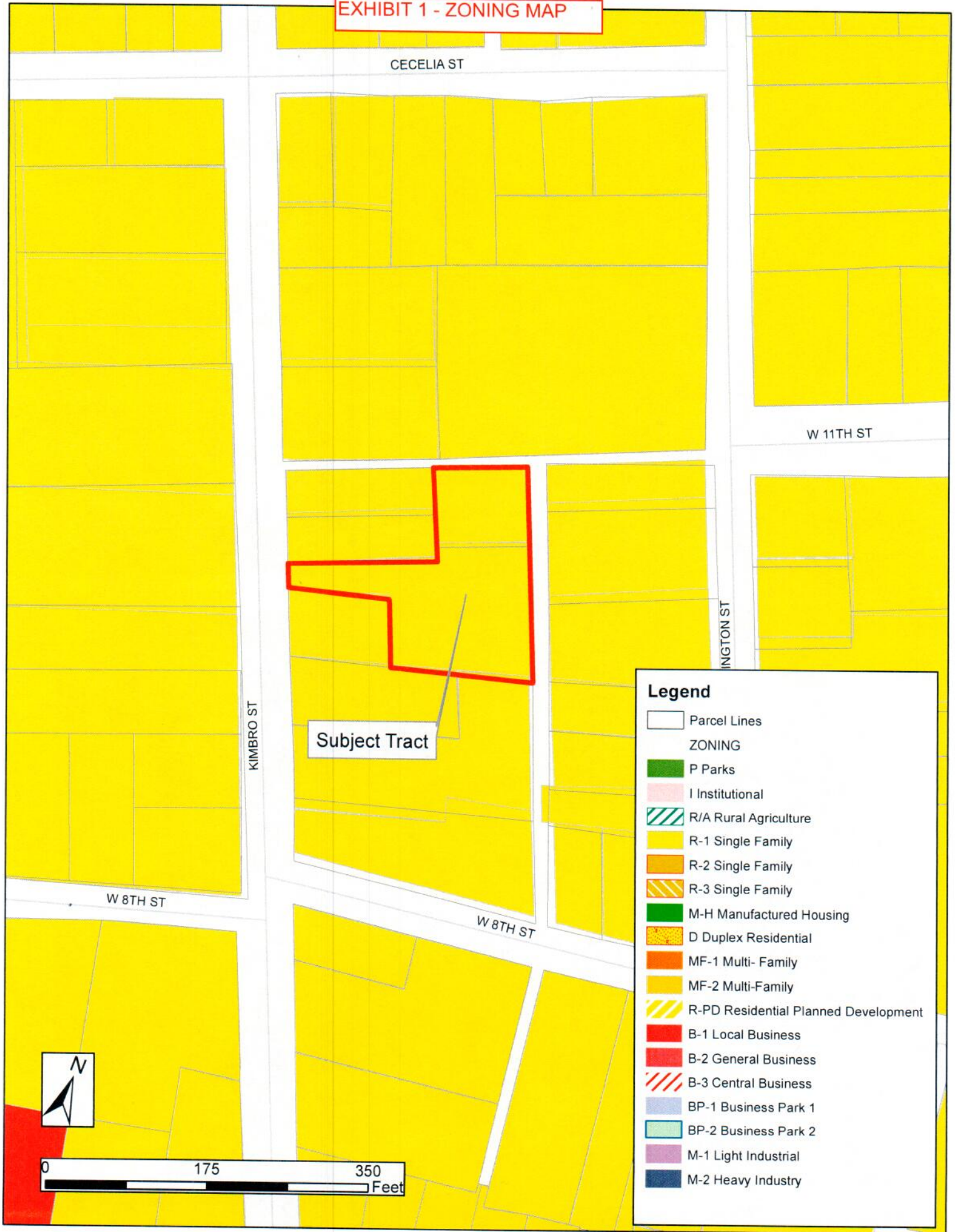
W 8TH ST

W 7TH ST

0 175 350 Feet



EXHIBIT 1 - ZONING MAP



A FINAL PLAT OF A RE-PLAT OF PARTS OF LOT 8, LOT 9, AND ALL OF LOT 10, BLOCK 1 OF THE BLAND-BROWN-ALLEN ADDITION TO THE CITY OF TAYLOR (VOLUME 101, PAGE 1 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS AND DOCUMENT NO. 20180729492 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS), AND 0.195 ACRES OUT OF THE JOHN WINSETT SURVEY, ABSTRACT NO. 661 (VOLUME 446, PAGE 34 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS)
CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS

I, Manuel Torres, owner of the certain 0.787 acre tract of land shown hereon and described in a deed recorded in Document No. 2015029492, of the Official Public Records of Williamson County, Texas, and do hereby repeal and said tract as shown hereon, and do hereby consent to all plat rights notwithstanding shown hereon, and do hereby dedicate to the City of Taylor the streets, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as 842 KIMBRO SUBDIVISION.

NOTARY PUBLIC in and for the State of Texas

Nancy Rister, Clerk County Court
of Williamson County, Texas



To: Planning and Zoning Commission

From: Ashley Lumpkin, AICP
Development Services Director

RE: Parking Ordinance Amendments

Date: February 9, 2018

As discussed previously, Staff has been working to amend ordinances to have more clear requirements and expectations set forth for future developments. A second parking in yards ordinance is also resented for discussion at this time, but separate from Chapter 6

DISCUSSION

Parking requirements and parking lot design was previously identified by staff and reiterated at the Growth Summit as an ordinance that needs refinement. Parking in yards was also identified during the Growth Summit and further discussion with City Council; thus a draft ordinance for parking in yards is included in the materials presented.

The changes presented in the Off-Street Parking document are as follows:

Major changes:

- Clarified materials for parking areas to asphalt or concrete for non-residential.
- Clarified materials for parking area to asphalt, concrete, or finished permeable surface as approved by City Engineer for residential and specified no dirt, gravel, or grass driveways, which will help with parking in yards ordinance.
- Added shared parking factor – if Taylor does not allow shared parking by-right and provide the method for which to calculate it, the main corridors will continue to be dominated by the parking areas. The shared parking factor can help further beautify the corridors when redevelopment occurs under sole ownership. Essentially, the shared parking factor allows the total number of spaces needed for two dissimilar uses to be divided by the factor (ex. Residential and office have a factor of 1.4, so if 50 spaces are required as an aggregate and the dissimilar uses are on a property with one owner, the property owner could install 35 spaces total). This is used in other municipalities, including Temple, with success.
- All driveways and parking areas must be maintained to city specifications.



- Clarified the single-family driveways for lots over one acre – the change removes the provision for a variance if concrete was a financial hardship. By state law, variances should not be determined based on the fiscal feasibility of a requirement.
- Parking behind the building for multi-family –this will ensure a more global approach to multi-family development to ensure better streetscapes.
- 2 covered spaces for single-family, which mimics the new development standards sought by developers currently and appears to be a market standard.
- Parallel space requirements to provide for additional space if abutting a wall or fence.

Updates:

- Reorganized and renumbered the chapter – the Ordinance did not have general requirements or a purpose/intent.
- Stated no off-street parking can be in a public street, sidewalk, alley, fire lane, or other right-of-way. This does not mean one cannot park in the street, but that required spaces cannot include those in the right-of-way or other areas necessary for safe access.
- Stated no off-street parking can be utilized for sales, non-vehicular storage, repair, or service activities. This is a reiteration of a provision adopted in the Donation Bin ordinance.
- Reiterated lighting facilities have to be reflected away from residential areas.
- ADA Compliance statement to design parking lots so that ADA spaces do not require those utilizing the spaces to walk behind the parked cars.
- Clarified off-site parking and shared parking agreements (between one or more owners).

The draft parking in yards ordinance would prohibit anyone from parking within the front or side yard unless on an improved surface. While this could be considered an aesthetic issue, it also has a life/safety aspect and should be considered carefully.

Both a red-line of the current Chapter 6 Off-Street Parking and a draft of a parking in yards ordinance is attached to this report.

RECOMMENDATION

Discussion and feedback on the two proposed amendments.

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ORDINANCE NO. 2018 - _____

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, REGULATING VEHICLE PARKING; PROHIBITING PARKING ON SURFACES OTHER THAN DRIVEWAYS, EXISTING GRAVEL DRIVEWAYS OR OTHER APPROVED SURFACES; PROVIDING FOR A FINE OR PENALTY OF THIS ORDINANCE AS A MISDEMEANOR NOT TO EXCEED \$500.00 FOR EACH OFFENSE, EXCEPT HOWEVER, WHERE A DIFFERENT PENALTY HAS BEEN ESTABLISHED BY STATE LAW FOR SUCH OFFENSE, IN WHICH EVENT THE PENALTY SHALL BE FIXED BY STATE LAW AND IF DEEMED A VIOLATION OF ANY PROVISIONAL LAW THAT GOVERNS FIRE SAFETY, ZONING, OR PUBLIC HEALTH AND SANITATION, THE PENALTY SHALL NOT EXCEED THE SUM OF \$2,000.00 FOR EACH OFFENSE; PROVIDING REPEALER, SEVERABILITY, AND PUBLICATION CLAUSES;

WHEREAS, the City Council of the City of Taylor deems it necessary and proper and in the best interest of the citizens of Taylor to clarify the regulations pertaining to the parking of vehicles in residential areas as hereinafter set forth; and

WHEREAS, the City Council of the City of Taylor, pursuant to the authority in Texas Local Government Code §431.001, desires to regulate the parking of vehicles in residential areas; and

WHEREAS, the Council finds that it is necessary and proper and in the best interest of the citizens of Taylor to adopt the changes hereinafter set forth.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, that:

Section 1. Finding of Fact. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct, and are incorporated by reference herein and made a part hereof, as if copied verbatim.

Section 2. Parking in Driveways and on Other Approved Surfaces.

(A) Definitions. For the purposes of this Section, the following words shall have the following meanings:

- (1) "Driveway" means a private travel path that consists of an approved surface and drive approach that provides access for motorized vehicles from a public street, thoroughfare, arterial or highway to a principal

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building or an accessory structure used to shelter or store a motorized vehicle.

- (2) "Approved Surface" shall mean a concrete surface, hot-mix surface, asphalt surface, or similar material with a minimum width of nine (9) feet and a minimum length of twenty five (25) feet, or two parallel concrete strips each measuring approximately eighteen (18) inches in width and a minimum of twenty five (25) feet in length, but excludes gravel, crushed stone, sand, dirt, or similar material and is intended to serve as a parking surface for a motorized vehicle.
- (3) "Drive Approach" shall mean all required off-street parking and loading spaces.
- (4) "Existing Gravel Driveway" shall have the same definition as "driveway" and constructed of materials not permitted by this ordinance and was in existence prior to the effective date of this ordinance.
- (5) "Motorized Vehicle" shall mean a car, sport utility vehicle, recreational vehicle, truck, motorcycle, trailer, boat or any other device used for transporting passengers, goods or apparatus, including abandoned, junked, or special interest vehicles but excluding unicycles, bicycles, velocipedes and other non-motor assisted vehicles.
- (6) "Front Yard" shall mean the area extending the full width of the lot between the face of the principal building and the property line that is also the right of way line of the public street on which the building is addressed.
- (7) "Side Yard" shall mean the area extending from the front yard to the rear property line and from the side of the principal building to the side property line, whether such side lot line is parallel to another lot or a public right of way.
- (8) "Parkway" shall mean the property located between the property line and the edge of the pavement of a public thoroughfare.

(B) No person shall cause, allow, permit or suffer any motorized vehicle to be stopped or parked in the front or side yard of private property used for residential purposes, except as provided herein. Such parking shall be limited to a(n):

- (1) Driveway;
- (2) Existing Gravel Driveway for property used for residential purposes on or before the effective date of this Section; or
- (3) Approved Surface.

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(C) Nothing in this Section shall be construed to allow, permit or suffer any motorized vehicle to be stopped or parked in the parkway in a manner which interferes with the public use of the right-of-way.

(D) Nothing in this Section shall be construed to mean that this ordinance grant additional rights to place new or expanded Driveways, Approved Surfaces or other impervious cover on a property in violation of this ordinance.

Section 3. Penalty Clause. Any person, firm or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction shall be subjected to a fine not to exceed the sum of Five Hundred Dollars (\$500.00) for each offense, except where a different penalty has been established by state law for such offense in which event the penalty shall be fixed by state law and if deemed a violation of any provision which governs fire safety, zoning or public health or sanitation shall be punished by a penalty of fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense; and each and every day such violation is continued shall be deemed to constitute a separate offense.

Section 4. Conflicting Ordinances. All prior ordinances of the City dealing with or applicable to parking are hereby amended to the extent of any conflict herewith, and all ordinances or parts thereof conflicting or inconsistent with the provisions of this Ordinance as adopted and amended herein, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this Ordinance and any other ordinance of the City, the terms and provisions of this Ordinance shall govern.

Section 5. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 6. Publication. The City Clerk is hereby authorized and directed to publish the caption of this Ordinance, together with the penalty provision contained therein, in the manner and for the length of time prescribed by law.

PASSED AND APPROVED on Final Reading on the ____ day of _____
2018.

ATTEST:

THE CITY OF TAYLOR:

Susan Brock
City Clerk

Brandt Rydell
Mayor

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APPROVED AS TO FORM:

Ted Hejl
City Attorney

Chapter 6. - Off-Street Parking and Loading

6.1 Applicability

Except as hereinafter provided, no building, structure, development or part thereof shall be erected, altered, or converted for any permitted use unless vehicle parking is provided in accordance with the regulations of this chapter.

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6.1.2 — Off-Street Parking General Requirements

1. Minimum numbers of spaces shall be indicated in Table 6.1 Off-Street Parking
2. Required off-street parking and loading spaces for residential uses shall be located on the same lot or tract as the main use for which the parking is provided.
3. Required off-street parking and loading spaces for nonresidential uses shall be located on the same lot or tract, an immediately contiguous lot or tract, or as part of a shared parking agreement.
4. The Central Business District (B-3) shall be exempt from complying with the off-street parking requirements.
5. No off-street parking space shall be located, either in whole or in part, in a public street or sidewalk, parkway, alley or other public right-of-way.
6. No off-street parking or loading space shall be located, either in whole or in part, within any fire lane required by ordinance of the city or within aisles, driveways or maneuvering areas necessary to provide reasonable access to any parking space.
7. No required off-street parking or loading space shall be used for sales, non-vehicular storage, repair or service activities.
8. Lighting facilities, if provided, shall be so arranged as to be reflected away from property zoned or used for residential purposes.

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Off-street parking and loading shall be provided in accordance with the regulations of this Chapter for all new development and for any existing development that is altered in any way that enlarges or increases capacity by adding or creating dwelling units, guest rooms, floor area or seats. The Central Business District (B-3) is exempt from complying with the off-street parking requirements. Off-street parking spaces shall be provided in accordance with Table 6.1.

6.2.3 - Computing Off-Street Parking and Loading Requirements

1. Multiple Uses. Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses. The total number of parking required may be adjusted according to the share parking factor established in Table 6.2. The share parking factor is available for any two uses within a single-ownership lot or tract.
2. Floor area of structures devoted to off-street parking of vehicles shall be excluded in the computing of off-street parking requirements.

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~~3. 2. Fractions. When calculation of required spaces results in fractions of a parking space, any fraction the next larger whole number of spaces is required.~~

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~~4. The off-street parking and loading standards of this section apply when an existing structure or use is expanded or enlarged. Additional off-street parking and loading spaces will be required to serve the entire building or use. The number of off-street parking and loading spaces provided for the entire use (pre-existing + expansion) shall equal at least 100 percent of the minimum requirement established in the off-street parking requirement, Table 6.1.~~

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~~of one-half (1/2) or less shall be disregarded and any fraction of more than one-half shall be rounded upward to the next highest whole number.~~

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~~3. Area. Unless otherwise noted in the schedules, all square footage-based parking and loading standards shall be computed on the basis of gross floor area.~~

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~~5. 4. Employees, Students and Occupant-Based Standards. For the purpose of computing parking requirements based on the number of employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.~~

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~~6. 5. Unlisted Uses. Upon receiving a development application for a use not specifically listed in the off-street parking schedule, the City Manager shall apply the off-street parking standard specified for the listed use that is deemed most similar to the use proposed in the application or require a parking study in accordance with Section 6.78.~~

TABLE 6.1
OFF-STREET PARKING

USE TYPE	NUMBER OF SPACES REQUIRED
RESIDENTIAL	
Single-Family Dwelling	2 per dwelling unit
Two-Family Structure	2 per dwelling unit
Three-Family Structure	1.25 per efficiency unit
Four-Family Structure	1.75 per one-bedroom unit
Multi-Family Structure	2.25 per two-bedroom or larger unit
Manufactured or Industrialized Home	2 per dwelling unit

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CIVIC/INSTITUTIONAL	
Airport	See Required Parking Study (Section 6.7)
Assisted Care Centers	1.75 per one-bedroom unit 2.25 per two-bedroom or larger unit
Club or Lodge	See Required Parking Study
College or University	See Required Parking Study
Day Care Center	1 per 10 students
Dormitory	1 per 2 residents
Hospital	1 per 4 beds patient capacity, plus 1 per 2 employees
Nursing Home	1 per 4 beds patient capacity, plus 1 per 2 employees
Park and Recreation, Public	See Required Parking Study
Public Service	See Required Parking Study
Religious Assembly	1 per eight seats in main assembly area
School, Elementary or Secondary	See Required Parking Study
Utility, Minor	None
Utility, Major	Spaces to be provided pursuant to see "Other"
COMMERCIAL	
Bank	1 per 200 square feet, plus stacking spaces per Section 6.2.3
Boarding House	2 per dwelling unit, plus 1 per guest room
Broadcasting Studio	Spaces to be provided pursuant to see "Other"
Commercial Recreation, Indoor Theaters	1 per three seats

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Other	1 per 400 square feet
Commercial Recreation, Outdoor	See Required Parking Study
Communication Tower	None
Contractor Service	Spaces to be provided pursuant to see "Other"
Country Club	4 per hole, plus spaces required for restaurant and bar area
Eating and Drinking Establishments	1 per 100 square feet or 1 per 4 seats, whichever is less.
Funeral Home	1 per four-person capacity
Hotel/Motel	1 per guest room, plus 1 per 10 guest rooms, plus required spaces for restaurant, assembly and other uses within hotel/motel
Medical Service	1 per 200 square feet
Office, General	1 per 300 square feet
Parking Lot, Commercial	None
Personal Service	1 per 200 square feet
Personal Improvement	1 per 200 square feet
Retail Sales and Service	See Required Parking Study, plus stacking spaces per Section 6.2.3
School, Business	1 per three students, plus 0.5 per faculty member
Service Station	1 per 200 square feet, plus 1 per service bay, 0.5 per pump and stacking spaces per Section 6.2.3
Vehicle Sales and Service	Spaces to be provided pursuant to see "Other"
Veterinarian Service	1 per 400 square feet

MANUFACTURING, INDUSTRIAL AND AGRICULTURAL		
Agriculture, Crop		None
Basic Industry		Spaces to be provided pursuant to see "Other"
Building Material Sales		Spaces to be provided pursuant to see "Other"
Contractor Storage Yard		Spaces to be provided pursuant to see "Other"
Freight Terminal		Spaces to be provided pursuant to see "Other"
Laboratory, Research		1 per 300 square feet
Manufacturing, General		Spaces to be provided pursuant to see "Other"
Manufacturing, Limited		Spaces to be provided pursuant to see "Other"
Printing and Publishing		Spaces to be provided pursuant to see "Other"
Salvage Yard		Spaces to be provided pursuant to see "Other"
Wholesale and Warehouse		Spaces to be provided pursuant to see "Other"
OTHER		
Office or administrative area		1 per 300 square feet
Indoor sales, service or display area		1 per 500 square feet
Outdoor sales, service or display area		1 per 750 square feet
Indoor storage, warehousing, servicing or manufacturing area		1 per 1,000 square feet

TABLE 6.2
SHARED PARKING FACTOR

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The diagram illustrates a network of connections between four functions: Residential, Lodging, Office, and Retail. The connections are labeled with numbers 1 through 14, representing different types of links or paths between the functions.

Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
RETAIL		RETAIL

The connections are labeled with numbers 1 through 14, representing different types of links or paths between the functions.

- 1: Residential to Lodging
- 2: Lodging to Office
- 3: Office to Retail
- 4: Retail to Residential
- 5: Residential to Office
- 6: Office to Lodging
- 7: Lodging to Retail
- 8: Retail to Residential
- 9: Residential to Retail
- 10: Lodging to Retail
- 11: Office to Retail
- 12: Residential to Retail
- 13: Lodging to Retail
- 14: Office to Retail

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REQUIRED TOTAL SPACES	MINIMUM DISABILITY SPACES
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9

501—1,000	2 percent of total spaces
Over 1,000	20 plus 1 per each 100 spaces over 1,000

6.4.5 - Location and Design of Off-Street Parking and Loading Spaces

1. ~~On Site.~~ Except as otherwise specifically provided, required off-street parking and loading spaces shall be located on the same lot as the principal use.

2. ~~Setbacks.~~ In all residential districts, no required off-street parking or loading space shall be located within a required front or street side setback area.

1. ~~3.~~ ~~Ingress and Egress.~~ Off-street parking and loading spaces shall be designed to permit exiting vehicles to enter the public right-of-way in a forward motion. No off-street parking or loading space shall be allowed that requires vehicles to "back" onto a public right-of-way. Exception is given to residential districts. All such head-in parking facilities in existence at the time of the enactment of this section are hereby declared to be a nonconforming use of land subject to the provisions of article IV of this chapter.

1. ~~Parking spaces and maneuvering areas shall not be located within the required front yard in any Single Residence district or in any required front or corner side yard or landscaped area in any other zoning district, except driveways that directly and immediately allow a vehicle to access the site from a street or abutting property.~~

2.

3. ~~4.~~ All parking areas and driveways shall be maintained to the City's specifications.

4. ~~All parking areas and driveways shall be curbed and paved with asphalt or concrete with a concrete driveway apron and shall meet the City's specifications. Single-family residential may use a finished permeable surface which does not include dirt, grass, gravel, or other loose materials, with City Engineer approval.~~

5. ~~All off-street parking shall be screened from public rights-of-way in accordance with Chapter 28, Vegetation.~~

6. ~~Single-family residential lots or tracts greater than one (1) acre shall pave the driveway apron and up to the setback line for the zoning district in which the residence exists or is proposed.~~

7. ~~Parking for multi-family dwellings (multi-family, three-plex, four-plex, and apartments) is prohibited between the front façade and the public street.~~

~~Surfacing.~~ All required off-street parking and loading spaces and the driveways serving off-street parking and loading spaces shall be paved with asphalt, brick or

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~~other material adequate in strength to support motor vehicles and be free from dust or loose particles. If in R-1 or R-2 zones a lot is excessive in size as to cause an undue hardship on the owner to comply with the hard surface requirements, the owner may request a variance from the Zoning Board of Adjustment. In no case can a residence or duplex have less than twenty-five (25) feet of hard surface on their property abutting the entrance onto the street that shall also be hard surface.~~

~~8. 5. Drainage.~~ All off-street parking and loading areas shall be designed with drainage facilities adequate to dispose of all storm water and to not increase storm water runoff onto adjoining properties or streets.

~~9. 6. Curbing.~~ The perimeter of all off-street parking and loading areas and their access drives shall be curbed, ~~with the exception of driveways for single-family and duplex residences.~~ Landscape islands and other interior features within parking lots shall also be protected by curbs.

~~10. 7. Striping.~~ All off-street parking areas containing five (5) or more spaces shall be delineated by pavement striping.

~~11. 8. Parking Space Dimensions.~~ ~~Off-street~~All parking spaces shall be at least eighteen (18) feet in length and nine (9) feet in width, with a minimum area of one hundred sixty-two (162) square feet.

~~12. 9. Loading Space Dimensions.~~ Off-street loading spaces shall be at least fourteen (14) feet in width and forty-five (45) feet in length, with a minimum eighteen (18) foot height clearance.

~~13. 10. Timing of Construction.~~ All required parking and loading spaces, driving aisles, and access-ways shall be constructed prior to the issuance of any certificate of occupancy.

~~14. 11. Use of Off-Street Parking and Loading Spaces.~~ Required off-street parking areas shall be used solely for the parking of motor vehicles in operating condition and shall not be used for the storage of vehicles, boats, motor homes, campers, mobile homes or materials.

~~15. Covered Spaces.~~ Covered parking spaces shall be provided as follows:

~~a. Single-residences shall provide a minimum of 2 covered parking spaces per unit.~~

~~b. Multiple-residence projects shall provide a minimum of 1 covered parking space per unit.~~

~~c. Covered spaces may be counted with the minimum aggregate parking space requirements for the development.~~

~~16. Parallel parking spaces abutting a wall, fence, column, or other obstruction higher than 0.5 feet shall be increased by 2 feet on each obstructed side, provided that the increase may be reduced by 0.25 feet for each one foot of unobstructed distance from the edge of a required aisle, measured parallel to the depth of the parking space.~~

~~17. No driveway or improved parking surface shall cover more than 65 percent of a residential front yard.~~

~~6.5-6 - Other Parking Areas.~~

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6.66.1 Off-Site Parking

~~The purpose of this section is to establish a process to conditionally allow off-site parking as a means to satisfy on-site parking requirements for any nonresidential use. Parking requirements for uses in all nonresidential districts may be satisfied on other parcels or sites through approval by the City Manager in compliance with the provisions in this section. It is a violation of this Code to utilize a parking lot for off-site uses without first obtaining written approval and violators will be subject to code enforcement.~~

~~Required off-street parking spaces shall be located on the same lot as the use it is intended to serve, provided that the City Manager shall be authorized to allow all or a portion of required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located if the off-site parking complies with the following standards:~~

~~1. 1. Ineligible Activities.~~ Off-site parking shall not be used to satisfy the off-street parking standards for residential uses, ~~drive-through restaurants, restaurants or convenience stores and other convenience-oriented uses.~~ Required parking spaces reserved for persons with disabilities shall not be located in an off-site parking facility.

~~2. 2. Location.~~ No off-site parking space shall be located more than three hundred (300) feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. Off-site parking spaces shall not be separated from the use by a street right-of-way with a width of more than eighty (80) feet unless a grade-separated pedestrian walkway is provided. ~~An off-site parking facility located greater than three hundred (300) feet from the primary entrance may be reviewed and approved through a Special Use Permit.~~

~~3. 3. Zoning Classification.~~ Off-site parking areas shall require the same or a more intensive zoning classification than that required for the use served.

~~4. 4. Agreement for Off-Site Parking.~~ In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement shall be required. An attested copy of the agreement between the owners of record shall be submitted to the City Manager for recordation. Recordation of the agreement shall take place before issuance of a building permit for any use to be served by the off-site parking area.

6.66.2 Shared Parking Agreements

~~Combined uses on one property requiring off-street parking spaces may establish shared parking areas with the capacity of the aggregate required for each particular use. Where it can be established to the City Manager that parking for two specific uses have differing parking peak times in alternating periods, the parking space requirements may be reduced if the following findings are made:~~

~~may authorize a reduction in the number of required parking spaces for multiple use developments or for uses that are located near one another that have different peak parking demands and operating hours. Shared parking shall be subject to the following standards:~~

~~1. 4. Location.~~ Shared off-street parking spaces shall be located no further than three hundred (300) feet from the buildings and uses they are intended to serve.

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2. Applicants for shared parking must submit a description of the uses, hours of operation, parking requirements, allocation of parking spaces, hours of peak parking demand, and an explanation to show that required parking will be available during the hours of operation shown for each use.

3. Applicants may be required to submit survey data substantiating a request for reduced parking requirements.

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2. Study. A parking study acceptable to the City Manager shall be submitted which clearly establishes that users will make use of the shared spaces at different times of the day, week, month or year.

4. 3. Agreement. A shared parking plan shall be enforced through written agreement. Proof of recordation of the agreement shall be presented to the City Manager prior to issuance of a building permit. The agreement shall include the following:

a. A guarantee among the property owner(s) for access to and use of the share parking facilities; and

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b. A provision that the City may require parking facilities in addition to those originally approved upon finding by the City Manager that adequate parking has not been provided.

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5. 4. Revocation of Permit. Failure to comply with the shared parking provisions of this article shall constitute a violation of this Ordinance and shall specifically be cause for revocation of a building permit and/or Certificate of Occupancy.

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6.5.3 Stacking Spaces for Drive-Through Facilities

In addition to meeting the off-street parking requirements of this Table 6.1, drive-through facilities shall comply with the following minimum stacking space standards.

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1. Stacking Spaces (Table 6.3). The minimum number of stacking spaces required shall be as follows:

TABLE 6.3
STACKING SPACES

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USE TYPE	MINIMUM SPACES	MEASURED FROM
Bank teller lane	4	Teller or Window
Automated teller machine	3	Teller
Restaurant drive-through	8	Order Box*

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Car wash stall, automatic	6	Entrance
Car wash stall, self-service	3	Entrance
Gasoline pump island	30 feet from each end of pump island	

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* A minimum four-vehicle que [queue] from the pick-up window to the order box shall be provided.

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2. Design and Layout. Stacking spaces shall be subject to the following design and layout standards.

- Stacking spaces shall be a minimum of eight (8) feet in width and twenty (20) feet in length.
- Stacking spaces shall be designed so as not to impede traffic movements or movements into or out of parking spaces.
- Stacking spaces shall be separated from other internal driveways with raised medians, as deemed necessary by the City Manager for traffic movement or safety.

3. Off-Street Loading (Table 6.4). Off-street loading spaces shall be provided in accordance with the following minimum standards.

6.6 - Required Parking Study

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A developer proposing to develop or expand a use shall submit a parking study that provides justification for the number of off-street parking spaces proposed. The City Manager shall review this study and any other traffic engineering and planning data that is relevant to the establishment of an appropriate off-street parking standards for proposed use. A parking study shall include estimates of parking demand based on recommendations of the City Engineer and data collected from uses or combinations of uses that are the same or comparable to the proposed use. Comparability shall be determined by density, scale, bulk, area, type of activity, and location. The study shall document the source of data used to develop the recommendations. After reviewing the parking study, the City Manager shall establish a minimum off-street parking standard for the proposed use. Appeals of the City Manager's decision shall be taken to the Zoning Board of Adjustment in accordance with the procedures of Chapter 7.

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TABLE 6.4
OFF-STREET LOADING

FLOOR AREA	MINIMUM OFF-STREET LOADING REQUIREMENT
RETAIL AND SERVICE, WAREHOUSE, WHOLESALE, MANUFACTURING USES	

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3,000 to 25,000	1
25,001 to 85,000	2
85,001 to 155,000	3
155,001 to 235,000	4
235,001 to 325,000	5
325,001 to 425,000	6
425,001 to 535,000	7
535,001 to 655,000	8
655,001 to 775,000	9
775,001 to 925,000	10
925,001+	10 + 1 per 200,000 square feet above 925,000
OFFICE, NURSING HOME, HOSPITAL, HOTELS, INSTITUTIONS	
3,000 to 100,000	1
100,001 to 335,000	2
335,001 to 625,000	3
625,001 to 945,000	4
945,001 to 1,300,000	5
1,300,001 to 1,800,000	6
1,800,001+	6 + 1 per 500,000 square feet above 1,800,000

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