



Arlington Unified Development Code

Planning and Zoning Commission Work Session October 9, 2013

INTRODUCTION

The Planning and Zoning Commission is in the process of reviewing a consolidated version of the proposed unified development code. The Commission has started a series of work sessions about the draft code to enable detailed review and discussion of the draft document. This handout is intended to assist the Commission in focusing their review on the most significant issues within the draft document, and to provide information and questions on the specific topics of discussion at the work sessions.

DISCUSSION TOPICS

The topics for discussion at the October 9, 2013, work session focus on the parking standards found in Article 5, *Design and Development Standards* of the draft code. Specifically, the discussion covers Section 5.4. Staff will provide a full presentation at the meeting.

The information in this handout provides some background information on this topic, highlights portions of the draft code that have notable changes over the current code, and introduces new sections and concepts that are proposed for inclusion in the new code.

DESIGN AND DEVELOPMENT STANDARDS

1. GENERAL INFORMATION: OFF-STREET PARKING AND LOADING

The standards in this section are intended to ensure the provision of off-street parking and loading facilities in rough proportion to the generalized parking, loading, and transportation demands of different land uses. The standards help avoid the negative effects associated with spillover parking into adjacent neighborhoods, while at the same time avoiding the negative environmental and urban design effects that can result from parking lots and other vehicular use areas.

This section consolidated, edited, and updated the various off-street parking requirements. The provisions have been reorganized, and include several major updates: 1) revisions to the shared parking provisions, 2) addition of new alternative parking options that the City can address administratively, and 3) updates to the off-street parking standards and correlation of the list with the use table. Additionally, overall parking requirements are suggested to be reduced to reduce barriers for redevelopment around the city.

2. PURPOSE AND APPLICABILITY (SECTION 5.4.2)

New language is recommended to address the purpose of the parking standards as well as provide guidance on when the standards would apply. In general, the standards apply for all new construction and when a building or use is expanded or enlarged. In addition, alternatives are provided for allowing changes in permitted uses without requiring full compliance with the number of parking spaces.

3. OFF-STREET PARKING STANDARDS (SECTION 5.4.3)

The tables (schedules) containing the required number of parking spaces have been significantly updated and expanded. The current ordinance requires a lot of interpretation to determine which parking standards apply to some land uses. The proposed schedules contain the same listing of land uses as found in the tables in Article 3. The standards are broken down into three new schedules:

- a. *Table 5.4-1 Schedule A:* This is the primary schedule for parking requirements for all land uses. The parking requirements are based on different factors specific to each land use. Consistent with the Diagnosis report and stakeholder interviews, the consultant has focused on reducing the number of spaces required and simplifying requirements where possible. Reductions are based on national trends and cities with comparable development patterns.

Wherever possible, the requirement for the number of spaces is calculated based on 1,000 square feet of gross floor area. This provides consistency across all land uses, and makes it easy to compare standards between uses.

- b. *Table 5.4-2 Schedule B:* Given the distinctive nature of industrial, manufacturing and flex-space uses, a new parking standard is suggested. The standard is based on the various activities that take place within the building rather than on the primary use, and allows for a flexible calculation for each individual business. These activities include office/administrative areas, sales areas, warehousing and manufacturing space and outside storage/display/sales areas. All calculations are based on 1,000 square feet of floor area.
- c. *Schedule C:* In order to handle unusual or unique uses, standards are added to allow for the review of a parking study and analysis to determine appropriate parking requirements on a case-by-case basis.

4. COMPUTATION OF PARKING AND LOADING REQUIREMENTS (SECTION 5.4.4)

This is a new recommended section intended to help to standardize parking calculations. It provides guidance on dealing with lots containing multiple uses, parking for unlisted uses, and spaces contained in drive-through lanes or service bays.

Some zoning districts contain special parking requirements, and those standards are listed in this section. The Downtown Business, Downtown Neighborhood Overlay, Entertainment District Overlay, Lamar Collins Mixed Use Overlay, and the Regional Mixed Use districts all have additional standards.

5. DRIVE-THROUGH VEHICLE STACKING / NOISE REDUCTION REGULATIONS (SECTION 5.5.6)

The current zoning ordinance has limited standards for vehicle stacking in drive-through lanes for uses such as banks, restaurants, gas pump islands and similar uses. Standards are proposed in the draft UDC for the location of lanes, the use of speakers and audio devices, and the size and design of lanes.

6. PARKING ALTERNATIVES (SECTION 5.4.7)

New standards and modified existing standards are proposed to give the Zoning Administrator the option to approve alternatives to providing the required number of off-street parking spaces. Notable changes to this section include:

- a. *Off-premise parking:* This existing provision has been modified to allow for administrative approval. Currently, off-premise parking is subject to approval by the Zoning Board of Adjustment.
- b. *Credit for public or on-street parking:* The Zoning Administrator may give credit for parking spaces located on the street adjacent to the building entry. The space must be marked as an on-street space, and cannot be located in a residential zoning district.
- c. *Shared parking:* The standards have been simplified and changed to an administrative approval function. A parking study and formal agreement are required for shared parking.
- d. *Structured parking:* Spaces available in a public parking garage could be counted toward the parking requirement if the garage is located within 1,000 feet of the use.
- e. *Additional reductions:* The Zoning Administrator has the flexibility to allow additional reductions in parking spaces, provided the reduction can be substantiated by a parking demand study.

7. PARKING FACILITY LOCATION AND DESIGN (SECTION 5.4.9)

The standards for the location and design of parking facilities are a mix of existing and proposed standards. Notable changes to this section include:

- a. *Parking space dimensions:* Up to 20% of the parking spaces may be designed for compact cars. These spaces are 8 feet by 16 feet in size; standard parking spaces are 9 feet by 18 feet in size. The current ordinance only provides allowances for compact car spaces in the Entertainment district.
- b. *Head-in parking:* Standards are provided for the review and approval of on-street head-in parking spaces in the Downtown Business and Downtown Neighborhood Overlay districts.
- c. *Parking area layout:* New standards are suggested to require large surface parking lots to be broken down into subareas of 250 spaces or less. Subareas would be separated by landscape features and pedestrian walkways. The intent behind this section is to minimize the “sea of parking” between the building and the street.

- d. *Materials:* All parking lots would be required to be constructed of concrete or asphalt. Flexibility has been added to allow the use of a porous paving system in parking areas, subject to approval by the Zoning Administrator.
- e. *Parking Structures:* Basic design standards for parking garages are proposed. Standards include wrapping the garage with commercial or office space if feasible, designing architectural features into the structure, and orienting entries away from primary street frontages. The height of a parking structure may not exceed the height of the principal building it is intended to serve.

8. BICYCLE PARKING (SECTION 5.4.11)

Standards for bicycle parking are included for a limited number of uses, based on the adopted Hike and Bike System Master Plan. These uses include parks, schools, community facilities, large retail stores, and mixed-use developments.