

## A2D2 Amendments to Chapter 59 (Off-Street Parking)

**Amend Section 5:167 to include the following changes:**

### **5:167. Required Parking.**

Parking for vehicles and bicycles in the amount specified in this section shall be provided on the same parcel as the principal use or on a separate parcel within 500 feet of the principal building if zoned "P" or zoned for the same uses as allowed on the property of the principal use. No lot zoned other than "P" shall have parking as its principal use, excepting lots containing approved parking lots or structures in the D1 or D2 districts.

An off-site permanent parking easement must be recorded if required parking is provided on another lot. An off-site parking easement may not include parking spaces or bicycle parking spaces required to keep the other owner's property in compliance with this chapter. Any fraction of a required parking space or bicycle parking space shall be considered a full space. Required bicycle parking shall meet the design requirements for Class A, B and C facilities provided in Section 5:168.1. Property owners may provide a higher class of bicycle parking facility than is required by this section.

<u>USE</u>	<u>REQUIRED PARKING SPACES</u>	<u>REQUIRED BICYCLE SPACES</u>	<u>REQUIRED BICYCLE CLASS</u>
------------	--------------------------------	--------------------------------	-------------------------------

[D1 and D2 Downtown Base Districts: See Section 5:169](#)

**Amend Section 5:169 to include the following changes:**

### **5:169. Special Parking Districts.**

Property located in the [D1 or D2 downtown base zoning districts -Downtown Development Authority District as described in Section 1:154 of this Code, or property zoned C2A \(Central Business District\)](#), is subject to the following standards:

- (1) No off-street [motor vehicle](#) parking is required in the special parking district for structures which do not exceed the normal maximum permitted usable floor area or for structures zoned PUD with usable floor area which does not exceed 300 percent of the lot area. Structures which exceed the normal maximum usable floor area by providing floor area premiums, or PUD-zoned structures that exceed 300 percent of lot area, shall provide parking spaces for the usable floor area in excess of the normal maximum permitted. This parking shall be provided at a rate of 1 off-street parking space for each 1,000 square feet of usable floor area. [for residential uses, and 1 space for each 500 square feet for nonresidential uses. The required parking spaces may be provided in a public parking lot or structure pursuant to an agreement with the City. As an alternative, these required parking spaces may also be provided privately on or off site if shown on an approved site plan.](#)

[Each parking space reserved, signed and enforced for a car-sharing service or for a low-emitting or fuel-efficient vehicle, as identified by the public services area administrator or designee, may count as four \(4\) required parking spaces. Electric car spaces shall include a power outlet for use by the parked car.](#)

## A2D2 Amendments to Chapter 59 (Off-Street Parking)

- (2) The above parking requirement may be reduced by the city council, after having received a recommendation from the city planning commission, if it determines that the parking needs of the property will be met. Off-street bicycle parking is required for uses in the special parking district at a rate of 1 off-street bicycle space for each 2,500 square feet of usable floor area, evenly divided between Class A, B and C spaces.
- (3) The required bicycle or motor vehicle parking shall be provided on-site, off-site as described in this section, or by the payment of a contribution in lieu of required spaces consistent with the formula adopted by city council, or any combination thereof, consistent with the requirements of this section.
- (4) The planning commission shall recommend approval, approval with conditions, or denial, and city council, in its sole discretion, may approve or deny payment of a contribution to a downtown parking and transportation fund in lieu of the parking requirement. The per-space payment shall be that required by Council resolution at the time of payment.

Approval of a contribution in lieu of required motor vehicle or bicycle parking shall be conditioned upon the execution of a development agreement. Payment of the contribution in lieu for required parking shall be made prior to the issuance of a certificate of occupancy.

- (4) The applicant may request, as part of a site plan, to meet all or a portion of the Class C bicycle parking requirements by installing bicycle parking spaces in the public right-of-way. The planning commission shall recommend approval, approval with conditions, or denial, and city council, in its sole discretion, may approve this request if there is sufficient space in the right-of-way and the location is convenient to bicycle users.