THE CITY OF SAN DIEGO

REPORT TO THE CITY COUNCIL

DATE ISSUED: November 7, 2011 REPORT NO: 11-152

ATTENTION: Committee on Land Use and Housing

SUBJECT: Affordable Housing Parking Study

REFERENCE: Land Use and Housing Committee Agenda of August 1, 2007

REQUESTED ACTION:
This is an information item, no action is required. Staff is requesting the Committee provide input on the recommendations discussed in this report.

BACKGROUND:

At its meeting on August 1, 2007, the Land Use and Housing Committee jointly with the Planning Commission held a workshop on parking and requested staff to develop parking requirements for regulated affordable housing based on a scientific study that uses local data.

With equal funding contributions from Centre City Development Corporation, Southeastern San Diego Development Corporation, the San Diego Housing Commission and the Redevelopment Department, the consultant services of Wilbur Smith Associates were retained to prepare a parking study of regulated affordable housing projects. For the purposes of the study, "regulated affordable housing projects" were defined as developments receiving government subsidy in some form and/or having tenant/owner income restrictions, occupancy restrictions and/or deed restrictions to ensure the long-term affordability of the housing units. The key objectives of the study were to evaluate parking demand at local affordable housing developments, identify how parking demand is affected by project and neighborhood characteristics and develop recommendations for parking requirements for future affordable housing projects.

SUMMARY:

The study entailed conducting a comprehensive data collection effort of existing local affordable housing project sites, analyzing parking demand, reviewing best practices in similar cities and soliciting input from focus groups, and developing recommendations for parking requirements for future affordable housing projects. Below is a summary of each of these components. For more information, the draft study report is available online at:
http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/sdparkingreportdraft110111.pdf

Data Collection and Parking Demand Analysis

A list of 138 affordable housing project sites with 80% or more deed restricted affordable units was compiled from records maintained by the San Diego Housing Commission and the Redevelopment Agency (which includes Center City Development Corporation, the Southeastern Economic Development Corporation and the Redevelopment Department). The list included both rental and ownership developments of various types of housing. Using statistical methods, a representative sample of 34 sites was selected based on project type and size, land use context, transit quality and availability and geographic distribution.

Detailed data was collected from the selected affordable housing sites including parking demand and conditions through surveys of residents and property managers, counts between the hours of 12AM and 4AM of on-site and surrounding areas parking occupancy, and land use and transportation characteristics.

Data from household surveys and field observations were statistically analyzed using qualitative and quantitative methods to examine parking demand and factors that affect it. These factors included income levels, household age, transit accessibility, land use context and housing type. The data analysis revealed the following key findings:

- Parking demand for affordable projects is about one half of typical rental units in San Diego; almost half the units surveyed had no vehicle.
- Parking demand varies with type of affordable housing (i.e., Family Housing versus SRO); higher demand is also associated with larger unit size and higher income.
- Parking demand is less in areas with many walkable destinations and more transit.
- In all of the projects studied, the amount of peak overnight parking used was less than the amount supplied.

A parking model was developed based upon the findings in the statistical analysis. It provided empirically-based rates for four types of affordable housing: Family, Living Unit/SRO, Senior Housing, and Studio - 1 Bedroom. Case studies of affordable housing projects were used to test the model's predictions. The model accounts for resident parking, visitor parking, staff parking and a parking vacancy factor. The vacancy factor provides some extra parking spaces to help residents, visitors and staff find convenient spaces. It also provides for unique times (or unique projects) when parking demand is higher than normal. This would occur if the residential occupancy per unit is higher than normal, leading to an increased parking demand. The model's predictions were compared with those determined based on existing parking requirements, as built supply of parking and observed parking occupancy patterns. The model showed that the current Land Development Code, with adjustments for transit, income and project location zones, requires parking levels that are generally aligned with those predicted by the model.

Best Practices and Input from Focus Groups

The study also documented best practices in similar cities including Long Beach, Los Angeles, Santa Barbara, Pasadena, San Leandro, Santa Clara, Denver and Portland. Cities are moving away from "one-size-fits all" parking requirements to methods that rely on a combination of local parking demand studies for specific uses and clear articulation of policy priorities. Cities are integrating new parking requirements with broader parking management strategies as well as smart growth goals and strategies.

As part of the public outreach effort, meetings with focus groups were held to get a better understanding of parking constraints and needs. The focus groups included business groups, project area committees and planning group chairs, affordable housing developers and affordable housing advocates. Feedback from these focus groups indicated that parking constraints and needs vary across San Diego neighborhoods and types of housing, there are local concerns about possible parking spillover into neighborhoods, and reduced parking requirements can increase project financial feasibility.

Recommendations

The study recommended that parking requirements for affordable housing be calculated based on the type and unit size of affordable housing and its context in terms of transit availability and walkability. The project context is expressed as suburban, urban or core based on land use (commercial and civic uses and densities) and transit (existence of service, type of service and peak service frequencies) contexts. The study also recommended the inclusion of provisions for visitor and staff parking at 0.15 spaces/unit and 0.05 spaces/unit, respectively, and a base vacancy factor of 10%. The study also recommended the use of unassigned parking. The recommended parking rates were determined based on the parking model and are summarized and included as Attachment 1. An initial draft of pertinent Land Development Code amendments based on the recommendations of the study is included as Attachment 2.

ENVIRONMENTAL ANALYSIS:

A full environmental analysis will be conducted once the affordable housing parking regulations are drafted and ready for public review.

FISCAL CONSIDERATIONS:

Staff costs associated with development of the affordable housing regulations are covered by an overhead charge that is assessed by the Development Services Department to maintain and update the Land Development Code.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

At its meeting on August 1, 2007, the Land Use and Housing Committee, jointly with the Planning Commission, held a workshop on parking and requested staff to develop parking requirements for regulated Affordable housing based on a scientific study that uses local data.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

The study entailed an extensive public outreach effort that included a public workshop; focus group meetings of affordable housing and special needs advocates, affordable housing developers, business improvement districts, project area committees and planning group chairs; presentation to the Community Planners Committee; web posting and E-Blast of Fact Sheets and a workshop announcement to approximately 2,000 individuals including all community planning group members. In addition, the study formed a Project Working Group comprised of representatives the San Diego Housing Federation, the Building Industry Association, San Diego Apartment Association, San Diego Chamber of Commerce, Parking Advisory Committee, Community Planners Committee, Redevelopment Project Area Committee, Technical Advisory Committee to Land Use & Housing, Business Improvement District Council, Bridge Housing,

Community Housing Works, and the law firm of Prairie Schwartz Heidel . The Project Working Group had a total of four meetings.

Furthermore, the parking study was presented on October 13, 2011at the San Diego Housing Federation's 20th Annual Affordable Housing and Community Conference in San Diego. The study was also presented to the Centre City Development Corporation and Southeastern Development Corporation Boards at their respective meetings on October 5 and 26, 2011.

Staff will follow the LU&H directed procedure for amending the Land Development Code and Planned District Ordinances in additional to other public outreach. The outreach program includes the following:

- Code Monitoring Team – presentation and recommendation
- Community Planners Committee - presentation and recommendation
- Web Posting – once drafted the regulations will be posted on the DSD Land Development Code page
- E-Blast – e-mailing the draft to approximately 2,000 individuals including all community planning group members for a review and comment period
- Planning Commission – Presentation and recommendation
- City Council – For action on the items
- California Coastal Commission

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

Key stakeholders include neighborhood and community planning groups, San Diego area agencies involved in Affordable housing planning and development including the San Diego Housing Commission and the Redevelopment Agency of the City of San Diego that includes Centre City Development Corporation, Southeastern Economic Development Corporation and the Redevelopment Department. Stakeholders also include other organizations interested in Affordable housing including the San Diego Housing Federation, the Building Industry Association, San Diego Apartment Association, San Diego Regional Chamber of Commerce, Business Improvement Districts and Parking Districts.

Respectfully submitted,

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Development Services Director

Broughton/SAH/DPJ

Attachments: 1. Recommended Affordable Housing Parking Rates
2. Draft Amendment for Affordable Housing Parking Regulations in Strikeout/Underline

ATTACHMENT 1 - Recommended Affordable Housing Parking Rates

Type of project		A. Total units	B. Studio Sub./Urb. / Core	C. 1 BR Sub./Urb. / Core	D. 2 BR Sub./Urb. / Core	E. 3 BR Sub./Urb. / Core	F. Subtotal for units (sum B3 – E3)	G. Visitor parking (G2*A1)	H. Staff parking (H2*A1)	I. Subtotal w/ staff + visitor (F3+G3+H3)	J. Total requirement with vacancy factor adjustment (I3*J2) Vacancy adj./no vacancy adj.
Family Housing	1. Units										
	2. Rate		N/A	1.0/0.6/ 0.33	1.3/1.1/ 0.5	1.75/1.4/ 0.75		0.15	0.05		1.1/1.0
	3. Spaces										
Living Unit/ SRO	1. Units										
	2. Rate		0.5/0.3/0. 1	N/A	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Senior Housing	1. Units										
	2. Rate		0.5/0.3/ 0.1	0.75/0.6/ 0.15	1.0/0.85/ 0.2	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Studio – 1 bed-room	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Special Needs	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.10		1.1/1.0
	3. Spaces										

Article 2: General Development Regulations
Division 5: Parking Regulations

§142.0501 [No Change]

§142.0505 When Parking Regulations Apply

These regulations apply in all base zones and planned districts, with the exception of those areas specifically identified as being exempt from the regulations, whether or not permit or other approval is required.

Table 142-05A identifies the applicable regulations and the type of permit required by this division, if any, for the type of development shown.

Table 142-05A
Parking Regulations Applicability

Type of *Development* Proposal	Applicable Regulations	Required Permit Type/ Decision Process
Any *single dwelling unit* residential *development*	Sections 142.0510 , 142.0520 and 142.0560	No permit required by this division
Any *multiple dwelling unit* residential *development*	Sections 142.0510, 142.0525 and 142.0560	No permit required by this division
Any *multiple dwelling unit* residential *development* that includes affordable housing	Sections 142.0510, 142.0525, 142.0560, and 142.0527	No permit required by this division
Any nonresidential *development*	Sections 142.0510, 142.0530, and 142.0560	No permit required by this division
Multiple dwelling unit ~~projects~~ residential *development* in *Planned Urbanized Communities* that are processing a Planned Development Permit.	Section 142.0525(c)	No permit required by this division
Condominium conversion through Tandem Parking for commercial sues [No Change]		

§142.0510 through §142.0521 [No Change]

§142.0525 Multiple Dwelling Unit Residential Uses — Required Parking Ratios

(a) Minimum Required Parking Spaces. The required automobile parking spaces, motorcycle parking spaces, and bicycle parking spaces for *development* of *multiple dwelling units*, whether attached or detached, and related and *accessory uses* are shown in Table 142-05C. Other allowances and requirements, including the requirement for additional common area parking for some projects, are provided in Section 142.0525(b) through (d).

Table 142-05C
Minimum Required Parking Spaces for
Multiple Dwelling Units and Related Accessory Uses

Multiple Dwelling Unit Type and Related and Accessory Uses	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)			Motorcycle Spaces Required Per Dwelling Unit	Bicycle[5] Spaces Required Per Dwelling Unit
	Basic[1]	*Transit Area*[2] ~~or~~ ~~*Very Low Income*~~[3]	Parking Impact[4]		
Studio up to 400 square feet	1.25	1.0	1.5	0.05	0.3
1 *bedroom* or studio over 400 square feet	1.5	1.25	1.75	0.1	0.4
2 *bedrooms*	2.0	1.75	2.25	0.1	0.5
3-4 *bedrooms*	2.25	2.0	2.5	0.1	0.6
5+ *bedrooms*	2.25	2.0	(See footnote 6)	0.2	1.0
Affordable Housing Units (see Section 142.0527)	N/A	N/A	N/A	(See footnote 3)	(See footnote 3)
~~**Condominium conversion**~~ *Condominium conversion*[8]	1.0	0.75	1.25	N/A	N/A
1 bedroom or studio over 400 Square feet	1.25	1.0	1.5	N/A	N/A
2 bedrooms	1.5	1.25	1.75	N/A	N/A
3 + bedrooms					
Rooming house	1.0 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant
***Boarder & Lodger* Accommodations**	1.0 per two *boarders* or *lodgers*	1.0 per two *boarders or lodgers*	1.0 per two *boarders or lodgers*, except 1.0 per *boarder or lodger* in beach impact area	N/A	N/A
Residential care facility through *Accessory Uses* [No Change]					

Footnotes for Table 142-05C

[1] through [2] [No Change]

[3] ~~*Very Low Income*. The *very low income* parking ratio applies to dwelling units limited to occupancy by *very low income* households and *development* covered by an agreement with the San Diego Housing Commission pursuant to Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations).~~ The required motorcycle and bicycle parking spaces are the same as those required for Studio up to 400 square feet, 1 *bedroom* or studio over 400 square feet, 2 *bedrooms*, 3-4 *bedrooms*, and 5+ *bedrooms*.

[4] through [8] [No Change]

(b) through (d) [No Change]

§142.0527 Affordable Housing Parking Regulations

The affordable housing parking regulations are intended to be used to determine the minimum number of parking spaces required for *development* that include affordable housing *dwelling units*. The regulations may be applied to *developments* where all or only a portion of the *development* is affordable.

(a) For the purposes Section 142.0527 affordable housing means regulated rental housing where the tenant pays no more than 30 percent of gross household income towards gross rent (including utilities) and where a specified number of units are affordable to very low income (50 percent Area Median Income) and/or low income (60 percent Area Median Income) households for a term of 30-55 years.

(b) The required parking spaces for motorcycles, bicycles, and related *accessory uses* for affordable housing *development* are shown in Table 142-05C.

(c) The minimum required automobile parking spaces for affordable housing *development* shall be determined using the following indices.

(1) Walkability Index

The numerical value for the Walkability Index is determined by assigning one point for each of the following criteria that applies to the location of the proposed affordable housing unit(s).

(A) Retail uses present within one-half mile.

(B) More than 120 *lots* developed with retail uses within one-half mile.

(C) Office, civic, or educational uses within one-half mile.

(D) More than 50 *lots* developed with office, civic, or educational uses within one-half mile.

(2) Transit Index

The numerical value for the Transit Index is determined by assigning the indicated points based on peak hour trips. The value is only assigned for peak hour trips bus transit when a stop is within one-quarter mile and for fixed rail transit when the stop is within one-half mile of the proposed affordable housing unit(s).

(A) 0-15 peak hour trips/hour (1 point)

(B) 16-30 peak hour trips/hour (2 points)

(C) 31-45 peak hour trips/hour (3 points)

(D) 46 or greater peak hour trips/hour (4 points)

(3) The Walkability/Transit Index

(A) The Walkability/Transit Index is the sum of the Walkability Index and the Transit Index dived by two.

(B) The Walkability/Transit Index determines the location of the project for purposes of calculating the required parking as follows.

(i) Suburban 0.0 – 1.99

(ii) Urban 2.0 – 3.99

(iii) Core 4.0 and greater

(4) The worksheet in Table 142-05D shall be used to determine the number of parking spaces required for affordable housing *development* using the following definitions for type of housing.

(A) Family housing means a *development* where 50 percent of the *dwelling units* include two or more bedrooms.

(B) *SRO hotel* has the same meaning as in Section 113.0103.

(C) Senior housing means a *development* in which all *dwelling units* meet the requirements of 141.0310(a).

(D) Studio and 1 *bedroom* means a *dwelling unit* that is either designed to include the sleeping area within one open living area or designed with one *bedroom* with separate living area; and is not within a family housing, SRO hotel or senior housing development as defined in Section 142.0527(c)(4).

(E) Special needs housing means housing that is supportive of persons with special needs beyond economic needs relating to physical disabilities, mental health, or developmental disabilities.

Legend for Table 142-05D

Symbol in Table 142-05D	Description of Symbol
S	Suburban
U	Urban
C	Core
-	Not applicable to housing type.

Table 142-05D
Affordable Housing Unit Worksheet

Type	Criteria	A. Total Units	B. Studio S/U/C	C. 1 BR S/U/C	D. 2 BR S/U/C	E. 3 BR S/U/C	F. Subtotal (Σ B3 - E3)	G. Visitor Parking (G2 x A1)	H. Staff Parking (H2xA1)	I. Subtotal (Σ F3 -H3)	Total with/without Assigned Parking
Family Housing	1.Units										
	2.Rate		-	1.0/0.6/0.33	1.3/1.1/0.5	1.75/1.4/0.75		0.15	0.05		1.1/1.0
	3.Spaces										
SRO	1.Units										
	2.Rate		0.5/0.3/0.1	-	-	-		0.15	0.05		1.1/1.0
	3.Spaces										
Senior Housing	1.Units										
	2.Rate		0.5/0.3/0.1	0.75/0.6/0.15	1.0/0.85/0.2	-		0.15	0.05		1.1/1.0
	3.Spaces										
Studio & 1 BR	1.Units										
	2.Rate		0.5/0.2/0.1	0.75/0.5/0.1	-	-		0.15	0.05		1.1/1.0
	3.Spaces										
Special Needs	1.Units										
	2.Rate		0.5/0.2/0.1	0.75/0.5/0.1	-	-		0.15	0.10		1.1/1.0
	3.Spaces										

(d) All required parking shall be provided in non-tandem parking spaces.

(e) Affordable housing *development* is not subject to the parking regulations of the Parking Impact Overlay Zone and the Transit Overlay Zone and shall not be entitled to parking reduction provided for in Section 142.0550 (Parking Assessment District Calculation Exception).

§142.0530 Nonresidential Uses — Parking Ratios

(a) Retail Sales, Commercial Services, and Mixed-Use Development. Table 142-05~~D~~E establishes the ratio of required parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for retail sales uses and for those commercial service uses that are not covered by Table 142-05~~E~~F or 142-05~~F~~G. Table 142-05~~D~~E also

establishes the required parking ratios for mixed-use developments in a single *structure* that include an allowed use from at least two of the following use categories: (1) retail sales, (2) commercial services, and (3) offices.

Table 142-05~~D~~E
Parking Ratios for Retail Sales, Commercial Services, and Mixed-Use Development

Zone	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			Required Bicycle Parking Spaces(2)
	Minimum Required Outside a *Transit Area*	Minimum Required Within a *Transit Area*(1)	Maximum Permitted	Minimum Required
Commercial Zones through Planned Districts [No Change]				

Footnotes For Table 142-05~~D~~E
[1] through [5] [No change]

(b) Eating and Drinking Establishments. Table 142-05~~E~~F establishes the required ratio of parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for eating and drinking establishments that are the primary use on a *premises*.

Table 142-05~~E~~F
Parking Ratios for Eating and Drinking Establishments

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment(3) Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			Required Bicycle Parking Spaces(2)
	Minimum Required Outside a *Transit Area*	Minimum Required Within a *Transit Area*(1)	Maximum Permitted	Minimum Required
Commercial Zones through Planned Districts [No Change]				

Footnotes For Table 142-05~~E~~F
[1] through [4] [No Change]
[5] *Alley* Access. For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05~~E~~F. Within the beach impact area of the Parking Impact Overlay Zone, application of this policy shall not result in a reduction of required on-site parking.

(c) Nonresidential Uses. Table 142-05~~F~~G establishes the required ratio of parking spaces to building *floor* area for the nonresidential uses shown

that are not covered by the parking requirements in Section 142.0530(a) and (b).

Table 142-05~~F~~G
Parking Ratios for Specified Non-Residential Uses

Use	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade Floor Area, and Excludes Floor Area Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces (3)
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area (1)	Maximum Permitted	Carpool Minimum (2)	Minimum
Institutional					
Separately regulated uses					
Botanical Gardens and Arboretums through Radio & Television Broadcasting [No Change]					
Retail Sales: See Table 142-05~~D~~E					
Commercial Services					
Eating & Drinking Establishments	See Table 142-05~~E~~F				
Public assembly & entertainment **through** All other public assembly and entertainment [No Change]					
Visitor accommodations **[No Change]**					
Separately Regulated Uses					
Child Care Facilities	1 per staff	85% of Minimum	N/A	N/A	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	85% of minimum	N/A	N/A	2% of Auto Minimum
Outpatient Medical Clinic	4.0	3.5	6.0	0.4	0.03 + .03 bike lockers with shower
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per *guest room*, or 2.5, whichever is greater (7~~6~~)	85% of Minimum	N/A	N/A	2% of Auto Minimum
Single room occupancy hotels (See Section	1 per room	0.5 per room	N/A	N/A	0.2 per room

Use	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade Floor Area, and Excludes Floor Area Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces (3)
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area (1)	Maximum Permitted	Carpool Minimum (2)	Minimum
142.0527 for *SRO Hotels* that are designated affordable housing)	~~*Very low income* (5): 0.5 per room~~	~~*Very low income* (5): 0.25 per room~~			
Veterinary clinics & hospitals	2.5	2.1	N/A	N/A	N/A
Offices (65) [No Change]					
Vehicle & Vehicular Equipment Sales & Service [No Change]					
Wholesale, Distribution, and Storage (65) [No Change]					
Industrial [No Change]					

Footnotes For Table 142-05~~F~~G

[1] through [3] [No Change]

[4] *Alley* Access. For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05~~F~~G. Within the beach impact area of the Parking Impact Overlay Zone, application of this policy shall not result in a reduction of required on-site parking.

~~[5] *Very Low Income.* The *very low income* parking ratio applies to dwelling units limited to occupancy by *very low income* households that are covered by an agreement with the San Diego Housing Commission pursuant to Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations).~~

[65] Accessory Retail Sales, Commercial Services, and Office Uses. On-site accessory retail sales, commercial services, and office uses that are not open to the public are subject to the same parking ratio as the primary use.

~~[6]~~ In the beach impact area, one parking space per guest room or 5.0, whichever is greater.

(d) Carpool Spaces [No Change]

(e) Bicycle Facilities [No Change]

(f) Unspecified Uses. For uses not addressed by Tables 142-05~~D~~E, 142-05~~E~~F, and 142-05~~F~~G the required *off-street parking spaces* are the same as that required for similar uses. The City Manager shall determine if uses are similar.

(g) [No Change]

(h) [No Change]

§142.0535 [No Change]

§142.0540 Exceptions to Parking Regulations for Nonresidential Uses

(a) Commercial Uses on Small Lots. Outside the beach impact area of the Parking Impact Overlay Zone, for *lots* that are 7,000 square feet or less, that existed before January 1, 2000, including abutting *lots* under common ownership, the parking requirements set forth in Table 142-05~~G~~H may be applied to all commercial uses at the option of the *applicant* as an alternative to the requirements set forth in Section 142.0530. The type of access listed in Table 142-05~~G~~H determines the minimum number of required *off-street parking spaces*.

Table 142-05~~G~~H
Alternative Parking Requirement for
Commercial Uses on Small Lots

Type of Access	Minimum Number of Parking Spaces
With *Alley* Access (1)	1 space per 10 feet of *alley* frontage, minus one space
Without *Alley* Access	none required

Footnote to Table 142-05~~G~~H

1 The City Engineer will determine whether a *lot* has adequate *alley* access according to accepted engineering practices.

(b) Exceeding Maximum Permitted Parking. Development proposals may exceed the maximum permitted automobile parking requirement shown in Tables 142-05~~D~~E, 142-05~~E~~F, and 142-05~~F~~G with the approval of a Neighborhood Development Permit, subject to the following:

(1) through (2) [No Change]

(c) **[No Change]**

§142.0545 Shared Parking Requirements

(a) **[No Change]**

(b) Shared Parking Formula. *Shared parking* is based upon the variations in the number of parking spaces needed (parking demand) over the course of the day for each of the proposed uses. The hour in which the highest number of parking spaces is needed (peak parking demand) for the proposed *development*, based upon the standards in this section, determines the minimum number of required *off-street parking spaces* for the proposed *development*.

(1) **[No Change]**

(2) Table 142-05~~H~~I contains the peak parking demand for selected uses, expressed as a ratio of parking spaces to *floor* area.

(3) Table 142-05~~I~~J contains the percentage of peak parking demand that selected uses generate for each hour of the day (hourly accumulation curve), in some cases separated into weekdays and Saturdays. The period during which a use is expected to generate its peak parking demand is indicated as 100 percent, and the period during which no parking demand is expected is indicated with "-".

(4) through (6) **[No Change]**

(7) Uses for which standards are not provided in Tables 142-05~~H~~I and 142-05~~I~~J may nevertheless provide *shared parking* with the approval of a Neighborhood Development Permit, provided that the *applicant* shows evidence that the standards used for the proposed *development* result in an accurate representation of the peak parking demand.

(c) Single Use Parking Ratios. *Shared parking* is subject to the parking ratios in Table 142-05~~H~~I.

Table 142-05~~H~~I
Parking Ratios for Shared Parking

Use	**Peak Parking Demand** (Ratio of spaces per 1,000 square feet of floor area unless otherwise noted. Floor area includes gross floor area plus below grade *floor* area and excludes floor area devoted to parking)	**Transit Area**[(1)]
Office (except medical office) Through ***Multiple dwelling units*** **[No Change]**		

Footnote for Table 142-05~~H~~I
[1] [No Change]

(d) Hourly Accumulation Rates. Table 142-05~~I~~J contains, for each hour of the day shown in the left column, the percentage of peak demand for each of the uses, separated in some cases into weekdays and Saturdays.

Table 142-05~~I~~J
Representative Hourly Accumulation by Percentage of Peak Hour

Hour of Day	Office (Except Medical Office)		Medical Office		Retail Sales		Eating & Drinking establishment.		Cinema	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6 a.m. through Midnight [No Change]										

Hour of Day	Visitor Accommodations					
	Guest Room		Eating & Drinking Establishment		Conference Room	Exhibit Hall and Convention Facility
	Weekday	Saturday	Weekday	Saturday	Daily	Daily
6 a.m. through Midnight [No Change]						

Hour of Day	Residential	
	Weekday	Saturday
6 a.m. through Midnight [No Change]	100%	100%

§142.0550 Parking Assessment District Calculation Exception

(a) Exemption From Minimum Required Parking Spaces. Property within a parking assessment district formed pursuant to any parking district ordinance adopted by the City Council may reduce the number of parking spaces provided from the minimum automobile space requirements in Tables 142-05C, 142-05~~D~~E, 142-05~~E~~F, and 142-05~~F~~G in accordance with the application of the following formula:

(Assessment against the subject property) / (Total assessment against all property in the parking district) x (parking spaces provided in the district facility) x 1.25 = parking spaces reduced.

The remainder of the *off-street parking spaces* required by Tables 142-05C, 142-05~~D~~E, 142-05~~E~~F, and 142-05~~F~~G shall be provided on the *premises* or as otherwise provided in the applicable zone.

(b) Property Within More than One Parking Assessment District. Property located in more than one parking assessment district is entitled to the exemption provided in Section 142.0550(a) for each parking assessment district.

§142.0555 through §142.0556 [No Change]

§142.0560 Development and Design Regulations for Parking Facilities

(a) [No Change]

(b) Minimum Dimensions for *Off-street Parking Spaces*. The minimum dimensions for single and tandem spaces for specific types of parking spaces are shown in Table 142-05~~J~~K , except as provided in Section 142.0560(e) for certain pre-existing parking facilities. Compact spaces are not permitted.

Table 142-05~~J~~k
Minimum Off-Street Parking Space Dimensions

Type of Space	**Required Single Space Dimensions**	**Required Tandem Space Dimensions**
Parking space unobstructed: Retail sales uses and eating and drinking establishments All other uses through **Parking Space parallel to aisle** (interior space) **[No Change]**		

(c) Minimum Dimensions for Automobile Parking Aisles. The minimum dimensions for automobile parking aisles at permitted angles for one-way and two-way circulation are shown in Table 142-05~~K~~L and illustrated in Diagram 142-05B, except as provided in Section 142.0560(e) for certain pre-existing parking facilities.

Table 142-05~~K~~L
Aisle Dimensions

Angle Between Parking Space and Aisle	**Minimum Required Aisle Width** (feet)	
	One Way	**Two Way**
90° (perpendicular) Through 0° (parallel) [NoChange]		

Footnote for Table 142-05L

[1] For narrow lots 50 feet or less in width, the minimum drive aisle may be reduced to 22 feet.

Diagram 142-05B [No Change]

(1) For other angles between 45 and 90 degrees, use the aisle width for the next larger angle in Table 142-05~~K~~L.

(2) [No Change]

(d) through (i) [No Change]

(j) Driveway and Access Regulations

(1) Driveway width shall be determined based on the size of the lot, type of use proposed, and location inside or outside of the Parking Impact Overlay Zone. Refer to Tables 142-05~~L~~M and 142-05~~M~~N for the applicable minimum and maximum driveway widths.

Table 142-05~~L~~M
Driveway Width (Lots greater than 50 feet in width)

Use	**Minimum Width**		**Maximum Width** (Outside of Parking Impact Overlay Zone)		**Maximum Width Parking Impact Area**
	One-Way	Two-Way	One-Way	Two-Way	Two Way
Detached *Single Dwelling Unit* through Nonresidential [No Change]					

Table 142-05~~M~~N
Driveway Width (Lots 50 feet or less in width)

Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two Way
Detached *Single Dwelling Unit* through Nonresidential [No Change]					

(2) through (10) [No Change]

(k) [No Change]

Chapter 15
Planned Districts
Article 1: Planned Districts
Division 1: General Provisions for Planned Districts

§151.0101 through §151.0102 [No Change]

§151.0103 Applicable Regulations

(a) [No change]

(b) The following regulations apply in all planned districts:

(1) Land Development Code, Chapter 11 (Land Development Procedures);

(2) Land Development Code, Chapter 12 (Land Development Reviews), except Chapter 12, Article 6, Division 6, where specifically excluded in the planned district regulations;

(3) Land Development Code, Chapter 13, Article 2 (Overlay Zones);

(4) Alcoholic beverage outlets regulations contained in Land Development Code Section 141.0502;

(5) Adult entertainment establishments regulations contained in Land Development Code Section 141.0601;

(6) Child care facilities regulations contained in Land Development Code Section 141.0606; and

(7) Affordable Housing Parking Regulations in Land Development Code Section 142.0527 except when the Planned District Ordinance provides a lower parking ratio than would be provided in Section 142.0527.