

7.9 Parking and Loading

7.9.1 Purpose

This section is intended to provide off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demands of different land uses. This section is also intended to help protect the public health, safety, and general welfare by:

- A. Avoiding and mitigating traffic congestion;
- B. Providing necessary access for service and emergency vehicles;
- C. Providing for safe and convenient interaction between motor vehicles, bicycles, and pedestrians;
- D. Encouraging multi-modal transportation options and enhanced pedestrian safety;
- E. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city;
- F. Reducing stormwater runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution; and
- G. Avoiding and mitigating the adverse visual impact of large concentrations of exposed parking.

7.9.2 Applicability

A. General Applicability

Except as otherwise provided in this Section 7.9: *Parking and Loading*, the standards in this Section, and the Transportation Design Criteria Manual shall apply as set forth in Section 7.2: *Applicability*, with the following modifications:

1. New Development

- a. A new principal structure is constructed; or
- b. An existing principal structure is relocated on the lot.

2. Expansions and Enlargements

All expansions or enlargements shall be considered together with any other expansions or enlargements during the previous two-year period.

- a. The entire site shall comply with this Section 7.9 when:
 - i. The number of multifamily dwelling units on a property is increased by 25 percent or more; or
 - ii. Ten or more additional multifamily dwelling units are created within the MD zoning district; or
 - iii. The square footage of a nonresidential building is expanded or enlarged by more than 50 percent; or
 - iv. The addition or expansion of one or more structures or uses that requires specific use permit approval.
- b. The portion of the site being expanded and/or improved shall comply with this Section 7.9 when:
 - i. Except for within the MD zoning district, the number of dwelling units on a property is increased by 10 percent or 10 dwelling units, whichever is less; or

- ii. The square footage of a nonresidential building is expanded or enlarged by between 10 and 50 percent; or
- iii. Parking area improvements or expansions including reconfiguring, reconstructing, or other similar projects, but not including resurfacing or restriping.

3. Change of Use

Off-street parking and loading shall be provided pursuant to this section for any change of use that increases the minimum number of required vehicle parking or loading spaces by more than 25 percent above those that currently exist on the site or on permitted off-site locations, except that changes of use in the MD Zoning District shall not be required to provide additional parking or loading for nonresidential uses.

B. Exemptions from Minimum Parking Requirements

Minimum required off-street parking spaces indicated in Table 7.9-1: *Minimum Required Off-Street Parking*, shall not apply to the following:

- 1. Properties containing less than 5,000 square feet of lot area, except for single-family detached, duplex, and townhome dwelling uses.
- 2. Expansions or enlargements that cumulatively increase the square footage of an existing structure or use by less than 10 percent of the gross floor area or 1,000 square feet, whichever is less, provided that the amount of existing off-street parking remains the same. For purposes of this standard, cumulative shall mean any construction, expansions, or enlargements initiated after October 1, 2019.
- 3. Residential development with 10 or fewer dwelling units in the MD zoning district as identified on the Official Zoning Map of City, as amended.
- 4. Non-residential development in the MD zoning district as identified on the Official Zoning Map of City, as amended.

7.9.3 Calculations

- A.** All square-footage based parking and loading requirements shall be computed on the basis of gross floor area of the subject use. Structured parking within a building shall not be counted in such computation.
- B.** When measurements of the number of required spaces result in a fractional number, any fraction shall be rounded up to the next higher whole number.
- C.** In the event that multiple users occupy a single structure or lot, the total requirements for off-street parking shall be the sum of the requirements for the multiple uses computed separately, unless it can be shown that the peak parking demands are offset. In such case the Director may reduce the total requirements accordingly, refer to Section 7.9.5 Parking Alternatives.
- C.D.** The following types of parking spaces shall not count towards the maximum parking requirement:
 - 1. On-street parking spaces provided pursuant to Subsection 7.9.5C;
 - 2. Designated accessible parking;
 - 3. Designated carpool parking;
 - 4. Designated fleet vehicle parking; and
 - 5. Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.

Commented [MRP1]: The following is added to further explain how parking is calculated for multiple users occupying a single structure or lot.

7.9.4 Amount of Off-Street Parking Required

A. Minimum Required Parking

Each development or land use subject to this section pursuant to Subsection 7.9.2, shall provide at least the minimum number of off-street parking spaces required by Table 7.9-1: *Minimum Required Off-Street Parking*, unless otherwise provided in this DDC.

B. Maximum Parking Allowed

In no case shall any use or development provide more than 125 percent of the minimum number of off-street parking spaces required by Table 7.9-1: *Minimum Required Off-Street Parking*, unless otherwise provided in this DDC.

C. Vehicle Stacking Space Requirements

All uses with drive-through facilities and those requiring stacking spaces shall comply with the minimum stacking space requirements in ~~the Transportation Design Criteria Manual~~ [Subsection 7.9.7C: Drive Throughs](#).

D. Outdoor Sales, Display, Leasing, and Auction Areas

All uses with outdoor sales, display, leasing, and/or auction facilities shall provide one parking space per 1,000 square feet of outdoor sales, display, leasing, or auction area in addition to the minimum parking requirement prescribed in Table 7.9-1: *Minimum Required Off-Street Parking*.

Commented [MRP2]: Updated to provide correct reference.

Table 7.9-1: Minimum Required Off-Street Parking
 DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
Residential Uses	
HOUSEHOLD LIVING	
Single-Family Detached Dwelling	4 spaces per DU (not including tandem parking in garages)
Townhome	4-2 spaces per DU (not including tandem parking in garages)
Duplex	4-2 spaces per DU (not including tandem parking in garages)
Triplex	2 spaces per DU (not including tandem parking in garages)
Fourplex	2 spaces per DU (not including tandem parking in garages)
Multifamily Dwelling	One bedroom and efficiency units: 1.25 spaces per unit plus guest parking as required below.
	Two or more bedroom units: One space for each bedroom plus guest parking as required below.
Tiny Home Development	Developments with more than 10 units: guest parking shall be 10 percent of required number of parking spaces.
	1 space per DU Developments with more than 10 units: guest parking shall be 10 percent of required number of parking spaces.

Commented [MRP3]: Four (4) parking spaces is difficult to provide in townhome development. Townhome developments are typically on smaller lots and with other site plan design standards (i.e., landscaping area and tree canopy coverage), providing two parking spaces is more appropriate for this type of housing development.

Commented [MRP4]: Four (4) parking spaces is difficult to provide in duplex development. With other site plan design standards (i.e., landscaping area and tree canopy coverage), providing two parking spaces is more appropriate for this type of housing development.

Table 7.9-I: Minimum Required Off-Street Parking

DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
Work/Live Dwelling	1.5 spaces per DU
Manufactured Home Development (HUD-Code)	4-2 spaces per DU
GROUP LIVING	
Chapter House	1 space per 2 persons design capacity
Community Home	1 space per 4 persons design capacity (See Table Note A)
Dormitory	1 space per 2 persons design capacity
Elderly Housing	Retirement or Senior Living Facilities, Assisted Living: 1 space/unit.
	Congregate Care Facility and Life Care Housing and Services, Rest Homes, Homes for the Aged, or Assisted Living: 1 space per 2 patient beds or 1 space per apartment unit.
	Continuing Care Retirement Center, Nursing and Convalescent Homes: 1 space per 3 patient beds.
	(See Table Note A)
Group Home	1 space per 4 persons design capacity (See Table Note A)
Public, Institutional, and Civic Uses	
COMMUNITY AND CULTURAL FACILITIES	
Airport, City-Owned	Director determination, see 7.9.4E
Cemetery, City-Owned	None
Club or Lodge	1 space per 300 sq ft GFA
Community Service	Director determination, see 7.9.4E.1
Day Care, Adult or Child	1 space per 500 sq ft GFA 1 space per 10 adults or children, plus 1 space per employee on the largest shift
Funeral and Internment Facility	1 space per 250 sq ft GFA
Homeless Shelter	Director determination, see 7.9.4E.1
Landfill, City-Owned	Director determination, see 7.9.4E.1
Park, Playground, Open Space	Director determination, see 7.9.4E.1
Religious Assembly	1 space per 250 sq ft GFA 1 space per 4 design occupancy-load of assembly area per the Building Code

Commented [MRP5]: Manufacture Home Development individual stands are typical small in area. The minimum stand area for a new Manufactured Home Development is 5,000 square feet, refer to Section 5.3.3G for Use-Specific Standards. With limited space providing two parking spaces is more appropriate for this type of housing development.

Commented [MRP6]: Delete typo, there is no Note A provided.

Commented [MRP7]: The purpose of this code amendment is to be consistent with Elderly Housing definition types provided in Section 9.2.

Commented [MRP8]: Added to provide correct reference.

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Commented [MRP9]: The purpose of this code amendment is to be more consistent with actual parking needs of an Adult or Child Day Care. The proposed code amendment addresses the need for employee and visitor parking spaces.

Commented [MRP10]: The purpose of this code amendment is to be more consistent with actual parking needs. Under the current parking requirement, new Religious Assembly developments are under parked, resulting in applicants requesting for more parking. Utilizing the occupancy load of assembly area as outlined in the Building Code to calculate the parking requirement is a more accurate way to provide the parking needs of a Religious Assembly.

Table 7.9-I: Minimum Required Off-Street Parking

DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
EDUCATIONAL FACILITIES	
Business or Trade School	1 space per 300 sq ft GFA <u>Director determination, see 7.9.4E.1</u>
College or University	1 space per 500 sq ft office, research, and library area; plus 1 space per 250 sq ft assembly areas and classrooms <u>Director determination, see 7.9.4E.1</u>
School, Private	Elementary or middle: 1 space per <u>20-12</u> students design capacity, <u>plus 1 space per employee on the largest shift, plus guest spaces determined by the school</u>
	High school: 1 space per <u>8-2</u> students design capacity, <u>plus 1 space per employee on the largest shift, plus guest spaces determined by the school</u>
School, Public	Elementary or middle: 1 space per <u>20-12</u> students design capacity, <u>plus 1 space per employee on the largest shift, plus guest spaces determined by the school</u>
	High school: 1 space per <u>8-2</u> students design capacity, <u>plus 1 space per employee on the largest shift, plus guest spaces determined by the school</u>
HEALTHCARE FACILITIES	
Hospital Services	1 space per 3 patient beds design capacity
Medical Clinic	1 space per 250 sq ft GFA
Medical Office	1 space per 450 sq ft GFA
Commercial Uses	
AGRICULTURAL AND ANIMAL USES	
General Agriculture	None
Commercial Stable	1 space per 10 animals boarding capacity
Community Garden	None
Kennel	1 space per 1,000 sq ft GFA
Urban Farm	None
Veterinary Clinic	1 space per 500 sq ft GFA
RECREATION AND ENTERTAINMENT	
Amenity Center	1 spaces per 300 sq ft GFA

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Commented [MRP11]: The purpose of this code amendment is to allow flexibility for Business or Trade Schools, allowing applicants to provide their actual parking needs. Not all schools operate the same, some may need more spaces while others may need less. Staff is proposing schools provide a demand study to the Director of Planning for review and consideration as part of their development review applications.

Commented [MRP12]: Similar to Business or Trade Schools, a College or University, the purpose of this code amendment is to allow flexibility. Staff is proposing that a College or University provide a demand study to the Director of Planning for review and consideration as part of their development review applications.

Commented [MRP13]: The purpose of this code amendment is to establish actual parking needs for public or private schools with additional flexible added. In determining the actual parking needs staff reached out to DISD staff to obtain the District's parking space requirements for Elementary, Middle, and High Schools. In addition, for a High School staff used a recently submitted demand study prepare for the new Denton High School. Staff's proposal is consistent with the District's requirements.

Table 7.9-I: Minimum Required Off-Street Parking

DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
Indoor Recreation Facility	Bowling or similar uses: 2 spaces per lane
	Skating Rink or similar uses: 1 space per 1,000 sq ft GFA
	Theaters, Auditoriums, Stadiums, Gymnasiums, or similar uses: 1 space per 4 seats in assembly areas
	Other Uses: 1 space per 1,000 sq ft GFA
Outdoor Recreation Facility	Theaters, Auditoriums, Stadiums, Gymnasiums, or similar uses: 1 space per 4 seats in assembly areas
	Golf Course: 8 spaces per hole
	Miniature Golf Course: 4 spaces per hole
	Other Uses: 1 space per 250 sq ft building area; plus 1 space per 10,000 sq ft site area
RV Park	1 space per designated camping or RV spot
FOOD AND BEVERAGE SERVICES	
Bar, Tavern, or Lounge	Indoor Seating Area: 1 space per 200 sq ft;
Private Club	Outdoor Seating Area: 1 space per 350 sq ft
Restaurant	1 space per 4 design occupancy-load per Building Code, plus 1 space per employee on the largest shift, plus reserved signed spaces determined by the use (not including handicap designated accessible spaces), not to exceed 5 spaces
Restaurant, with Drive-Through	
Mobile Food Court	1 space per mobile food business
OFFICE, BUSINESS, AND PROFESSIONAL SERVICES	
Administrative, Professional, and Government Office	1 space per 450 sq ft GFA
Bank or Financial Institution	
Musician Studio	
Credit Access Business	
Printing, Copying, and Publishing Establishment	
PERSONAL SERVICES	
Laundry Facility, Industrial	1 space per 1,000 sq ft GFA
Laundry Facility, Self-Service	1 space per 300 sq ft GFA

Commented [MRP14]: The purpose of this code amendment is to be more consistent with actual parking needs. Under the current parking requirement, new food and beverage developments are under parked, resulting in applicants requesting or more parking. Utilizing the occupancy-load of assembly area as outlined in the Building Code to calculate the parking requirement is a more accurate way to provide the parking needs of these types for developments.

Establishing Design Occupancy Load:

1. Floor Plan with square feet for all areas – submitted by applicant
2. Occupancy Load - separate factor for different function of space (assembly, office, classroom, etc.), hallways and restrooms are not included
3. Assembly Area - fixed seats (1 load per 18 inches), non-fixed seats chairs only (1 load per 7 sq ft), standing (1 load per 5 sq ft), unconcentrated tables and chairs (1 load per 15 sq ft)
4. Flexibility in factor for non-seating and standing areas

This code amendment also includes providing parking spaces for employees and for food delivery and takeout parking customers.

Table 7.9-I: Minimum Required Off-Street Parking

DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
Personal Service, General	
Tattoo and Body Piercing Parlor	
RETAIL SALES	
Building Materials and Supply Store	1 space per 350 sq ft GFA
General Retail Unless Otherwise Specified, Less than 5,000 Square Feet	
General Retail Unless Otherwise Specified, Between 5,000 Square Feet and 15,000 Square Feet	
General Retail Unless Otherwise Specified, More than 15,000 Square Feet	
Smoke Shop	
LODGING FACILITIES	
Bed and Breakfast	1 space per bedroom; plus 1 space for the owner/operator
Boarding or Rooming House	
Hotel	1 space per guestroom
Motel	
Short-Term Rental	
VEHICLES AND EQUIPMENT	
Auto Wash	1 space per detailing bay
Automotive Fuel Sales	1 space per 350 sq ft GFA
Automotive Repair Shop, Major	1 space per 500 sq ft of indoor sales/leasing/office area; plus 1 space per service bay
Automotive Repair Shop, Minor	
Automotive Sales or Leasing	
Automotive Wrecking Service, Impound Lot, Junkyard, and Salvage Yard	1 space per 1,000 sq ft GFA; plus 1 space per commercial vehicle generally stored on-site
Equipment Sales and Rental	Indoor: 1 space per 500 sq ft GFA Outdoor: 1 space per 1,000 sq ft
Parking Lot as a Principal Use	None

Table 7.9-I: Minimum Required Off-Street Parking

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Use Type	Minimum Parking Requirement
Travel Plaza	1 space per 350 sq ft GFA
ADULT ENTERTAINMENT ESTABLISHMENTS	
Sexually Oriented Business	1 space per 350 sq ft GFA
Industrial Uses	
MANUFACTURING AND PROCESSING	
Craft Alcohol Production	1 space per 1,000 sq ft production area; plus 1 space per 200 sq ft indoor seating/tasting area; plus 350 sq ft outdoor seating/tasting area 1 space per employee on the largest shift, plus 1 space per 4 design occupancy-load per Building Code for indoor and outdoor seating/tasting areas
Food Processing, Less than 2,500 Square Feet	1 space per 1,000 sq ft production area; plus 1 space per 200 sq ft indoor seating/tasting area; plus 350 sq ft outdoor seating/tasting area
Food Processing, More than 2,500 Square Feet	1 space per employee on the largest shift or 1 space per 3,500 sq ft GFA
Feedlot, Slaughterhouse, or Packaging Plant	1 space per 1,000 sq ft GFA
Gas Well	Director determination, see 7.9.4E.1
Manufacturing, Artisan	1 space per 500 sq ft GFA
Manufacturing, Low-Impact	Director determination, see 7.9.4E 1 space per employee on the largest shift or 1 space per 3,500 sq ft GFA
Manufacturing, Medium-Impact	1 space per 1,000 sq ft GFA 1 space per employee on the largest shift or 1 space per 3,500 sq ft GFA
Manufacturing, High-Impact	1 space per 1,000 sq ft GFA 1 space per employee on the largest shift or 1 space per 3,500 sq ft GFA
Commercial Incinerator, Transfer Station	Director determination, see 7.9.4E.1
STORAGE AND WAREHOUSING	
Outdoor Storage	None
Self-Service Storage	1 space per 500 sq ft of office; plus 1 space per 30 storage units
Storage of Hazardous Materials	Director determination, see 7.9.4E.1

Commented [MRP15]: The purpose of this code amendment is to be more consistent with actual parking needs. Utilizing the number of employees on the largest shift is a more accurate way of providing parking rather than using production area.

In addition, since a Craft Alcohol Production typically has areas for customers to seat and taste their products, this code amendment also includes additional parking for customers using the occupancy load of assembly areas as outlined in the Building Code for indoor and outdoor seating/tasting areas.

Commented [MRP16]: The purpose of this code amendment is to be more consistent with actual parking needs. Utilizing the number of employees on the largest shift or using a more accurate parking ratio (1 space per 3,500 square feet of gross floor area) is a more accurate way of providing actual parking needs.

The following factors assisted in determining the parking ratio of 1 space per 3,500 square feet of gross floor area:

1. Other cities ranged from 1 per 1,000 sf to 1 per 5,000 sf.
2. The ratio is consistent with parking analysis received and what has been recently requested as a parking alternative from applicants.
3. The warehouse/light industrial market is so diverse, allowing up to 1 per 3,500 will allow flexibility based on specific use and employee needs.
4. Ensures there would be adequate parking to allow for reuse of the facility in the future.

Commented [MRP17]: See comment for Food Processing.

Table 7.9-I: Minimum Required Off-Street Parking

DU = dwelling unit sq ft = square feet GFA = gross floor area

Use Type	Minimum Parking Requirement
Warehouse and Wholesale Facility	1 space per 1,000 sq ft GFA; plus 1 space per commercial vehicle generally stored on-site 1 space per employee on the largest shift or 1 space per 3,500 sq ft GFA
Public and Semi-Public Uses	
Basic Utilities	None
Power Stations, Electric Substations, Interchanges, and Switch Stations	None
Solar Collector as Principal Use	None
Wind Energy Conversion System (WECS)	None
Wireless Telecommunications	None
Accessory Uses	
Accessory Dwelling Unit	1 space per bedroom
Donation Box	
Home Occupation	1 space per non-resident employee
Outdoor Storage, Accessory	None
Sale of Produce and Plants Raised on Premises	1 space per 500 sq ft of retail area
Solar Collector (Ground- or Building-Mounted)	None
Wind Energy Conversion System (WECS), Small (Building-Mounted)	None
Temporary Uses	
Temporary Storage Containers and Other Portable Storage Units	Director determination, see 7.9.4E.1
Seasonal Sales	
Concrete or Asphalt Batching Plant, Temporary	
Farmer's Market or Open Air Market	
Field or Construction Office	
Special Event	
Portable Wireless Telecommunications Facility	

Commented [MRP18]: See comment for Food Processing.

E. Director Determination

1. For uses in Table 7.9-I: *Minimum Required Off-Street Parking*, that reference this subsection (7.9.4E.1) and/or for uses not expressly listed in Table 7.9-I: *Minimum Required Off-Street Parking*, the Director is authorized to:
 - a. Apply the minimum off-street parking space requirement specified in Table 7.9-I: *Minimum Required Off-Street Parking*, for the listed use that is deemed most similar to the proposed use; or
 - b. Establish the minimum off-street parking space requirement by reference to standards in parking resources published by the National Parking Association, American Planning Association, Institute of Traffic Engineers (ITE) or other acceptable sources of parking data; or
 - c. Establish the minimum off-street parking space requirement based on local or national best practices; or
 - d. Establish the minimum off-street parking space requirement based on a demand study prepared by the applicant. Such a study shall be prepared according to Subsection 7.9.4E.
2. For uses that are listed in Table 7.9-I: Minimum Required Off-Street Parking, the Director is authorized to reduce required off-street parking based on:
 - a. A parking demand study demonstrating that anticipated off-street parking demand for the proposed development, use, or combination of uses will be less than what is required;
 - b. The applicant has considered all parking alternatives options outlined in Section 7.9; and
 - c. The Director determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street parking demand for the proposed development, use, or combination of uses.

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Commented [MRP19]: The purpose of this code amendment is to allow the Director of Planning to approve parking alternatives that reduce the number of required off-street parking. The Director's decision is based on approval criteria that is included with this code amendment.

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F. Accessible Parking

All areas of newly designed or newly constructed buildings and facilities required to be accessible under federal and state law shall comply with the standards set forth in the Texas Accessibility Standards of the Architectural Barriers Act, Tex. Rev. Civ. Stat. Art. Ann. §9102 (Vernon Supp 2000.), the International Building Code (IBC) as adopted in the Municipal Code of Ordinances, and the American with Disabilities Act (ADA), as amended.

7.9.5 Parking Alternatives

The Director may approve parking alternatives that result in a cumulative adjustment not to exceed 50 percent of the minimum or maximum off-street parking spaces required by Table 7.9-I: *Minimum Required Off-Street Parking*, in accordance with the following standards.

A. Infill Development

1. Single-Family and Duplex Development

For single-family and duplex dwellings infill development, the minimum number of required parking spaces may be reduced to two parking spaces per dwelling unit if the

reduction is consistent with the character of the existing area and the criteria in paragraph 7.9.5A.3a and 7.9.5A.3b are met.

Commented [MRP20]: Added to provide correct reference.

2. Mixed-Use and Non-Residential Development

For multifamily dwelling, mixed-use and non-residential infill development, the minimum number of required parking spaces may be reduced by up to 10 percent, provided the criteria in paragraph 7.9.5A.3 are met. Such reduction in parking spaces shall not require approval of a minor modification in Section 2.8.2.

Commented [MRP21]: The purpose of this code amendment is to include multifamily dwelling infill developments as part of this parking alternative. If included, multifamily dwelling infill developments may be reduced by up to 10 percent. A reduction must meet the qualifying criteria outlined in Section 7.9.5A.3.

3. Qualifying Criteria

- a. Granting the reduction will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units;
- b. Granting the reduction does not impose an undue financial administrative burden on the city;
- c. For every vehicular parking space reduced by means of this standard, four bicycle parking spaces shall be provided. These bicycle spaces are in addition to the minimum required bicycle parking spaces.

B. Shared and/or Off-Site Parking

The Director may approve shared parking and/or off-site parking subject to the standards established in 7.9.4E.

1. Location

- a. For nonresidential uses, every shared and/or off-site parking space shall be located within 500 feet (measured along a legal pedestrian route) of the entrance to each building for which the shared and/or off-site parking is provided. If valet parking is provided, shared and/or off-site parking spaces may be located up to 1,000 feet from the entrance.
- b. For residential uses, every shared and/or off-site parking space shall be located within 300 feet (measured along a legal pedestrian route) of the entrance to each building for which the shared and/or off-site parking is provided.
- c. Shared and/or off-site parking is not permitted for single-family detached, duplex, and townhome dwelling uses.

2. Ineligible Activities

Accessible parking (ADA parking) shall not be permitted off-site.

3. Public Parking Facilities

Public parking facilities within 500 feet of the subject property may be counted toward up to 25 percent of the total amount of required off-street parking.

4. Documentation Required

- a. The owners of record involved in the joint use of shared parking facilities shall submit written documentation of the continued availability of the shared parking arrangement to the Director for review.

- b. The Director may approve the shared parking arrangement if the Director determines that the documentation demonstrates the continued availability of the shared parking facility for a reasonable period of time. No zoning or use approval shall be issued until the Director has approved the shared parking documentation.
- c. If the shared parking arrangement is later terminated or modified and the Director determines that the termination or modification has resulted in traffic congestion, overflow parking in residential neighborhoods, or threats to pedestrian, bicycle, or motor vehicle safety, the property owners involved in the shared parking arrangement may be held in violation of this DDC.

C. On-Street Parking

On-street parking may be counted toward the minimum number of required off-street motor vehicle parking spaces on a one-to-one basis, subject to the following standards:

- 1. On-street parking may not be used to meet the minimum off-street parking requirements for single-family detached, duplex, or townhouse uses;
- 2. On-street parking that is subject to residential parking permit restrictions or other time restrictions shall not be used to meet any off-street minimum parking requirements for any use;
- 3. Only those street parking spaces abutting any lot line of the subject property, and with 22 linear feet of lot frontage located between the imaginary extension of the side property lines into the street right-of-way, may be counted.
- 4. Areas in front of or within ten feet of a driveway, within 20 feet of a street intersection or within five feet of a fire hydrant shall not be counted toward required parking.
- 5. Each on-street parking space may only be counted once toward the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
- 6. No development or use approved with an on-street parking credit shall be considered nonconforming if the on-street parking is later removed by city action and the remaining off-street parking does not meet the minimum off-street parking requirements of this section.
- 7. On-street parking spaces shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted unless otherwise prohibited by City Ordinance.

D. Proximity to Transit

Except for single-family detached, duplex, and townhome dwelling uses, the minimum number of required off-street parking spaces required in Table 7.9-I: *Minimum Required Off-Street Parking*, for uses within one-quarter mile of a fixed transit station, measured radially in a straight line, shall be reduced by 10 percent.

E. Affordable and Senior Housing

The minimum number of required off-street parking spaces required in Table 7.9-I: *Minimum Required Off-Street Parking*, shall be reduced by 25 percent for affordable residential and senior housing developments that satisfy the following:

- 1. Have a minimum of 10 dwelling units; and
- 2. At least 25 percent of the dwelling units are restricted for purchase or occupancy at below-market rate levels approved by the Director; or

3. At least 75 percent of the dwelling units are restricted for purchase or occupancy by persons 65 years of age or older.

F. Bicycle or Motorcycle Spaces

Any existing or proposed parking facility may utilize, on a substitution basis, on-site parking spaces for motorcycle or bicycle spaces that are in addition to those spaces required by Subsection 7.9.8: Bicycle Parking.

1. Such bicycle spaces shall be raised a minimum of six inches from grade of the adjacent parking facility.
2. One parking space may be omitted for each four bicycle spaces provided.
3. One parking space may be omitted for each two motorcycle spaces provided.
4. Bicycle spaces shall measure at least two feet by seven feet and shall be located in groups of four and shall be of the following three types:
 - a. A rack that secures the frame, or
 - b. An enclosed bike locker, or
 - c. A fenced, covered, locked, or guarded bike storage area.
5. Motorcycle spaces shall measure four feet by eight feet and shall be provided with adequate unobstructed maneuvering areas to permit easy access to the space.
6. In no instance shall credit for motorcycle or bicycle parking or combination thereof exceed five percent of the total required parking spaces.

G. Modification of Minimum Parking Requirement by Director

If an applicant submits a parking demand study pursuant to Subsection 7.9.4E demonstrating that anticipated off-street parking demand for the proposed development, use, or combination of uses will be less than that calculated from Table 7.9-1: *Minimum Required Off-Street Parking*, and the Director determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street parking demand for the proposed development, use, or combination of uses, the Director may authorize a reduction in required off-street parking spaces based on that study.

H. Modification of Maximum Parking Requirement by Director

No use shall provide off-street parking spaces in an amount exceeding the maximum established in Subsection 7.9.4B unless approved by the Director based on the following:

1. The proposed development has unique or unusual characteristics that typically does not apply to comparable uses, such as high sales volume per floor area or low parking turnover, that create a parking demand that exceeds the maximum ratio;
2. The applicant submits a demand study pursuant to Subsection 7.9.4E; and
3. Any parking provided above the maximum required in 7.9.4B is constructed with approved pervious surfaces.

7.9.6 Off-Street Parking Layout and Design

A. Dimensions of Parking Spaces and Drive Aisles

All parking and maneuvering areas shall be constructed according to the following dimensional standards:

1. If the applicant can provide different acceptable standards based on the Institute of Transportation Engineers (ITE) standards (current edition), or other professionally

recognized sources, the Director may approve alternative standards pursuant to the minor modification process outlined in Subsection 2.8.2: *Minor Modification*. However, any alternative standards must also meet the intent and purpose of this DDC.

2. The length of a parking stall may be reduced to 16 feet allowing the front of vehicles to overhang the required parking space by two feet; provided that:
 - a. The curb is no more than four inches in height; and
 - b. The front of the parking space is located adjacent to a landscaped area or sidewalk that is at least six feet in width.

3. The minimum parking stall dimensions are illustrated in the figure below. Each letter in the figure is keyed to a corresponding dimensional requirement in Table 7.9-J.

Figure 7.9-1: Parking Design

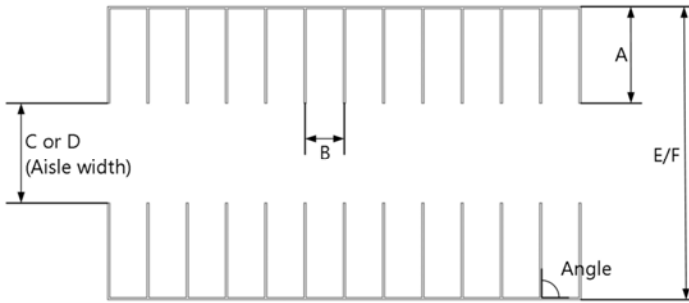


Table 7.9-J: Parking Dimensions (in feet)

Angle	Parking Space		One-Way Aisle [1]	2-Way Aisle [1]	1-Way Bay	2-Way Bay
	A	B	C	D	E	F
0° (parallel)	8.0	22.0				
30°	16.8	18.0	12.0	20.0	45.6	51.6
45°	19.1	12.7	13.0	20.0	51.2	58.2
60°	20.1	10.4	18.0	22.0	58.2	62.2
90°	18.0	9.0	26.0	26.0	N/A	62.0
Motorcycle (90°)	16.0	4.0	26.0	26.0	N/A	58.0
Bus and Large Vehicle (90°)	12.0	40.0				

Note:

[1] Minimum drive aisle widths may be modified subject to approval of the Fire Marshal.

B. Compact Car Parking

Up to five percent of the total parking spaces required may be designated for compact cars. Minimum dimensions for compact spaces shall be eight by 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."

C. Surface Materials

All parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphalt or other approved surface, constructed to standards on file in the office of the City Engineer.

1. Single-family residential uses in the RR and R1 zoning districts may be surfaced with a permeable material, such as crushed rock, to the standards on file in the office of the City Engineer.
2. Permanent surfacing shall be installed prior to receiving a certificate of occupancy.

3. Parking areas may be surfaced with a dust-free permeable material.
4. Parking spaces provided above the minimum number of required parking spaces pursuant to Table 7.9-1: *Minimum Required Off-Street Parking*, shall be designed in accordance with iSWM standards described in the iSWM Water Quality Technical Manual.
5. Stall markings and/or other vehicular control devices shall be provided to the specifications of the City Engineer.

D. Location of Parking Areas

1. Single-Family Detached, Duplex, and Townhome Dwellings

Off-street parking for single-family detached, duplex, and townhome dwelling uses shall only be allowed in a garage or on an approved surface. All other off-street parking within a required front setback area shall be prohibited.

2. All Other Uses

Off-street parking areas located between the front building façade and the adjacent street frontage is prohibited, unless the parcel satisfies all of the following standards:

- a. It is located outside of the MN and MD zoning districts;
- b. It adjoins either side of an Arterial or Collector, as defined in the City Mobility Plan;
- c. It does not adjoin the following corridors:
 - i. Fort Worth Drive (between Carroll Boulevard and Eagle Street);
 - ii. Dallas Drive (between Teasley Boulevard and Eagle Street);
 - iii. Elm Street (between University Drive and Eagle Street);
 - iv. Locust Street (between University Drive and Eagle Street); and
- d. The development satisfies the general regulations for parking in front of buildings as set forth in Subsection 7.9.6E.

3. Infill Development

Except as prohibited by paragraph 7.9.6D.2.c, infill parcels meeting the requirements of Subsection 7.9.6E are exempted from prohibitions against parking in front of buildings.

E. Front Parking Design Standards

1. Development with 100 or Fewer Off-Street Parking Spaces

Development with 100 or fewer off-street parking spaces located between the front building façade and the adjacent street frontage shall comply with the following:

- a. Development shall be limited to no more than two rows of parking between the front building façade and the adjacent street frontage.
- b. Landscaping and screening shall be provided per Section 7.7, *Landscaping, Screening, Buffering, and Fences*, unless the development includes pad sites pursuant to paragraph 7.9.6E.2 below.

2. Development with More than 100 Off-Street Parking Spaces

Development with more than 100 off-street parking spaces located between the front building façade and the adjacent street frontage shall comply with the following:

- a. Pad sites are reserved to be located at corners where two streets intersect and at both corners of the main drive into the development. For purposes of this provision, the "main drive" is the drive that receives the majority of vehicular traffic. When required, the Transportation Impact Analysis shall determine the main drive;

- b. Corner pad site buildings shall be built to the front setback line; however, additional setback may be allowed to accommodate outdoor dining or a plaza with a focal point that includes seating, public art, and a water feature; and
- c. Pad sites not located on a corner shall not exceed two rows of parking between the front building façade and the adjacent street frontage.

F. Parking Area Lighting

See Section 7.11.4.

G. Pedestrian and Bicycle Circulation

See Section 7.8.11.

7.9.7 Loading Areas and Drive-Throughs

A. Number and Size of Loading Berths Required

- 1. All commercial and industrial uses shall provide loading berths pursuant to the table below.
- 2. The Director may approve a variation from the required loading space requirements if warranted by the building use.
- 3. The minimum turning radius for truck traffic areas shall be 40 feet.

Table 7.9-K: Required Off-Street Loading Berths

Gross Floor Area	Minimum Number of Loading Berths	Size of Each Loading Berth
Less than 10,000 square feet	None	N/A
10,000 to 29,999 square feet	1	10 feet x 25 feet
30,000 to 100,000 square feet	2	12 feet x 50 feet
More than 100,000 square feet	2, plus 1 additional loading berth for every 100,000 square feet beyond the first 100,000 square feet	14 feet wide x 50 feet long x 14 feet high

B. Location of Off-Street Loading Areas

- 1. Except for properties in the LI and HI zoning districts, required off-street loading spaces shall not be permitted in any front yard or in any required street side yard.
- 2. Loading areas shall be separated from pedestrian areas.
- 3. Off-street loading spaces may occupy all or any part of a required rear yard where visibility from public streets and windows of neighboring buildings will be minimized.
- 4. Loading areas shall not interfere with parking lot maneuvering areas.
- 5. City streets or rights-of-way shall not be utilized for loading and unloading purposes.

C. Drive-Throughs

Any establishment that has a drive-through use is subject to the requirements in the Transportation Design Criteria Manual and the following:

- 1. Drive-through uses shall provide sufficient stacking area to ensure that public rights-of-way are not obstructed;
- 2. Drive-through uses shall be built as an integral architectural element of the principal structure and shall use the same materials as those used in the principal structure. Drive-through structures and facilities separate from the principal structure are prohibited; and

3. Drive-through uses shall be located to the rear or side of the principal structure, and shall be buffered on the rear and side lot lines as required in Subsection 7.7.6, *Compatibility Landscape Buffer Requirements*.

7.9.8 Bicycle Parking

A. Minimum Required Bicycle Parking

Unless exempted by Subsection 7.9.8B, all multifamily and nonresidential development shall provide off-street bicycle parking spaces at a ratio of one bicycle parking space per 20 vehicle parking spaces, with no development providing less than two bicycle parking spaces.

B. Bicycle Parking Reduction

Subject to the approval of the Director, the number of bicycle parking spaces may be reduced because of building site characteristics.

C. Bicycle Parking Location and Design

1. Location

Required off-street bicycle parking spaces shall be provided with bike racks, bike lockers, or similar parking facilities ~~a fenced, covered, locked, or guarded bike storage area~~ that comply with the following standards:

- a. Located in a visible, well-lit ground-level area;
- b. Conveniently accessible to the primary entrances of a development's principal building(s);
- c. Does not interfere with pedestrian traffic; and
- d. Is protected from conflicts with vehicular traffic.

2. Multiple Building Developments

For developments with multiple buildings, bicycle parking shall be distributed evenly among principal buildings.

3. Design

- a. Bicycle parking areas shall not be used for any other purposes.
- b. Bicycle parking spaces shall be installed using standard requirements that are effective for storage and are permanently anchored to a hard surface.

Commented [MRP22]: Added to provide consistency. Refer to Section 7.9.5F.4.