WELLS + ASSOCIATES

MEMORANDUM

TO: Paul Stoddard
City of Falls Church Development Services

FROM: William F. Johnson, P.E.
Andrew C. Buntua, P.E.

RE: Founders Row (Formerly Mason Row)
City of Falls Church, Virginia

SUBJECT: Parking Reduction

DATE: August 14, 2018

Introduction

This memorandum provides an analysis to support a parking reduction in conjunction with the redevelopment of certain parcels in the City of Falls Church. The 4.32-acre site is generally located on the north side of West Broad Street (Route 7), east of North West Street and south of Park Avenue, as shown on Figure 1.

The subject site was recently rezoned to the B-1 (Limited Business) District. The current development plan contemplates redevelopment of the property with the following use mix:

- 56,5577 gross square feet (GSF) of commercial (retail) uses
- 72 active adult dwelling units
- 322 apartment dwelling units
- 5,000 GSF of office uses
- 825-seat theater

The current site plan is provided on Figure 2. Based on information from the Applicant and as supported in this parking analysis, 1,017 parking spaces are proposed to support the redevelopment. As described in this document, the Applicant is seeking an overall five (5) percent parking reduction from the City's Zoning Code requirements. The purpose of this memorandum is twofold: 1) present the results of a parking study in support of the parking reduction and 2) provide parking management strategies to support the parking reduction and the operation of the site upon completion and to be included in a

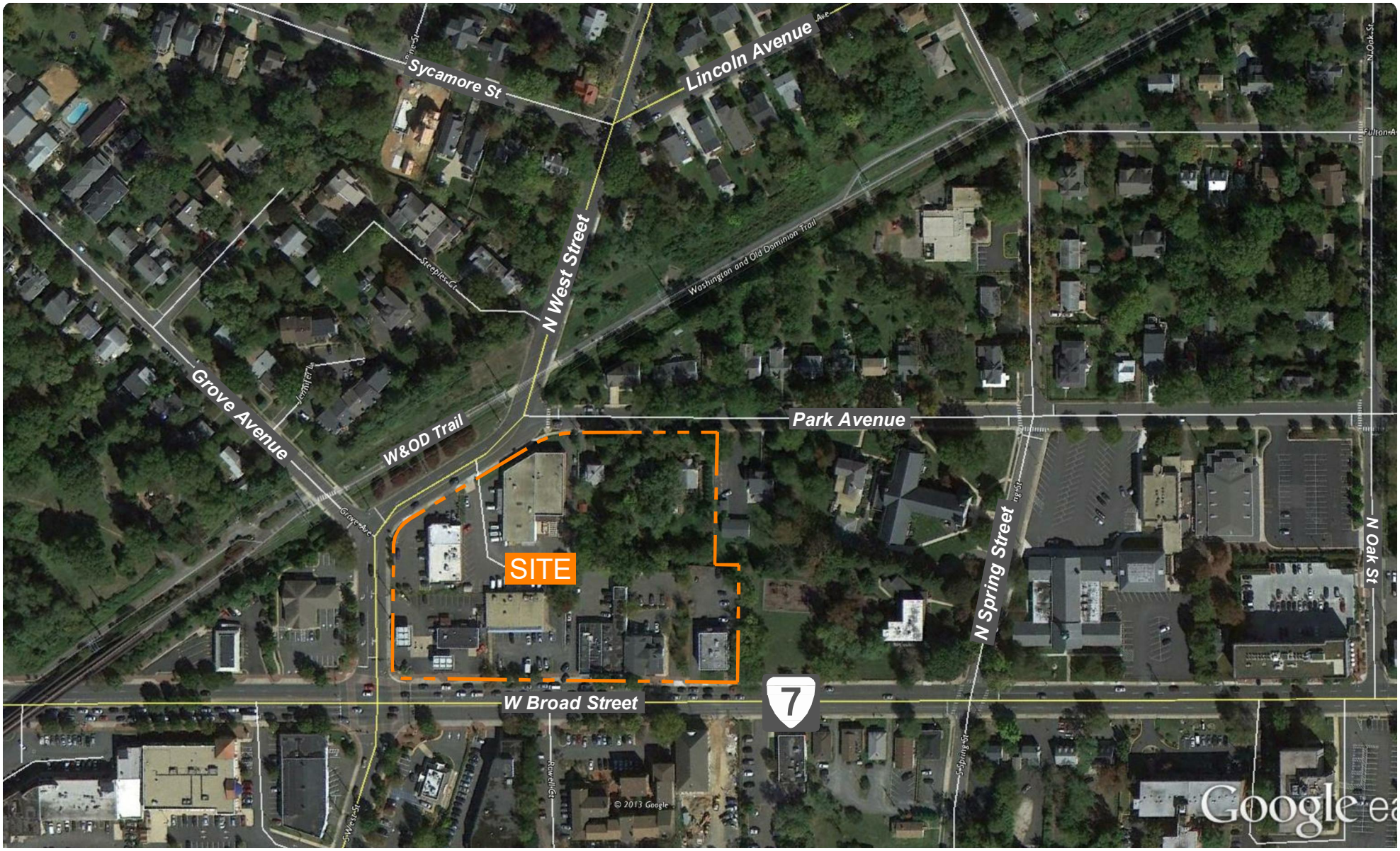


Figure 1
Site Location

North

Mason Row
City of Falls Church, Virginia

Wells + Associates, Inc.

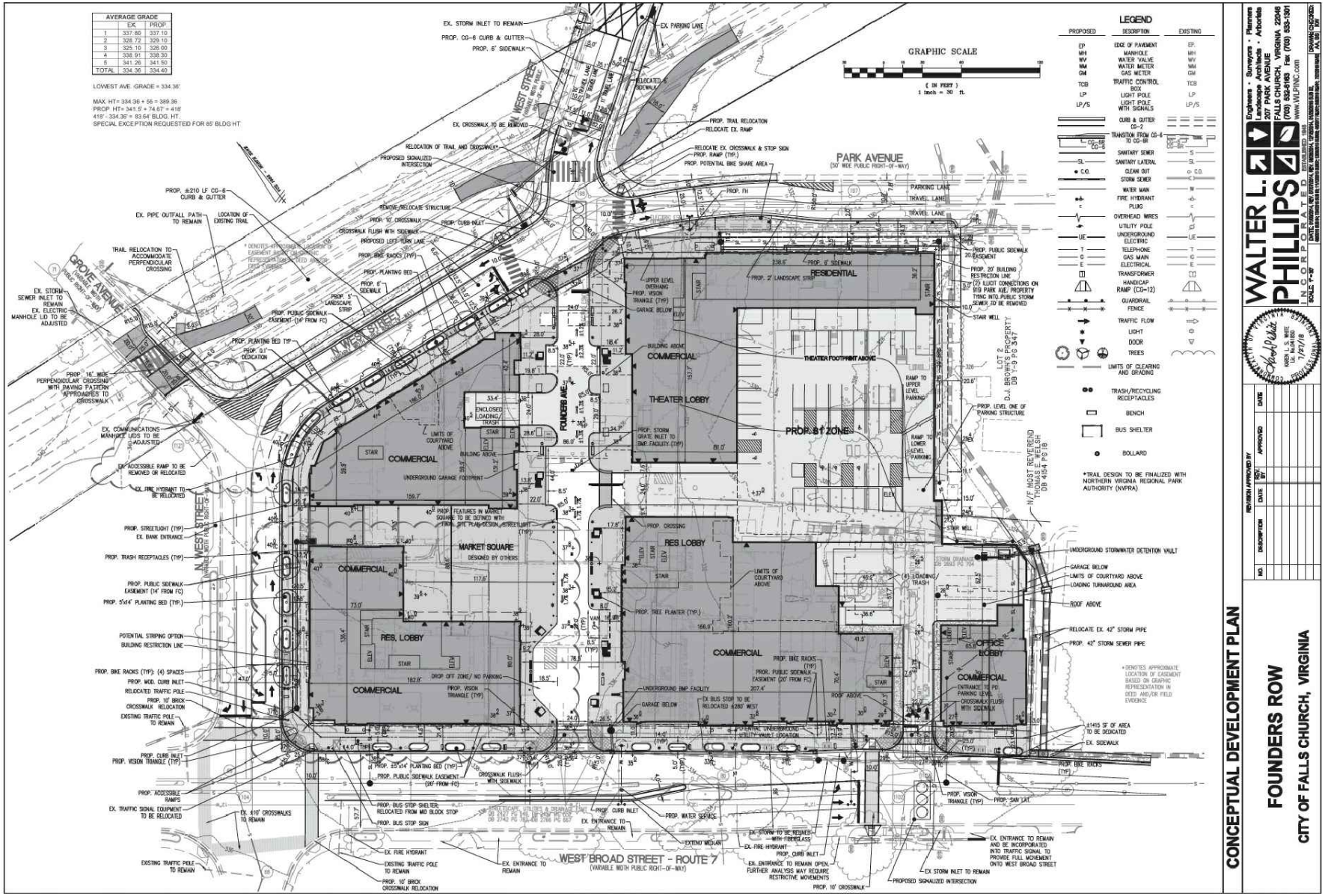


Figure 2
Site Plan Reduction

North

Transportation Demand Management (TDM) and Parking Management Plan (PMP), provided under separate cover.

Sources of data for this analysis include, but are not limited to, a review of parking requirements both locally and nationally; plans prepared by Walter L. Phillips, Inc. and WDG Architects, the files and library of Wells + Associates, Inc., Transforming Tysons Plan Amendment Text dated June 22, 2010, and Mill Creek Residential Trust.

Background

On January 11, 2016, the City Council approved rezoning and special exception applications which rezoned the subject site to the B-1 District. Based on the submitted site plan, the site development mix is described as follows:

Residential

- Multifamily Apartment
    - 2 – Efficiency (0 Bedroom) Units
    - 219 – 1 Bedroom Units
    - 101 – 2 Bedroom Units
- Active Adult (Age Restricted)
    - 39 – 1 Bedroom Units
    - 33 – 2 Bedroom Units

Non-Residential

- 56,557 GSF Retail/Restaurant space
- 825-seat Theater
- 5,000 GSF Office

As reflected on the plan, parking for this redevelopment would be provided in both surface lots, internal on-street parking, and a parking structure totaling 1,017 parking spaces proposed to serve the site. The parking total includes those spaces necessary for use by commercial patrons, residents, visitors, and staff. Access to the parking structure will be provided by ramps located within the site.

City of Falls Church Zoning Requirements

Chapter 48, Article V, Division 2 of the City of Falls Church Code of Ordinance establishes off-street parking requirements for various land uses by providing parking rates per unit of land use (i.e., per residential dwelling unit, per 1,000 GSF of retail uses, etc.). The calculated parking provided herein is based on the updated Article 48, approved by City Council and adopted on February 23, 2016. A copy of the relevant Ordinance text

applicable to the Founders Row redevelopment is provided as Attachment I. Section 48-1004 of the Ordinance outlines the parking requirements for the proposed/planned on-site use as follows:

Dwelling, Multifamily – 1.0 per efficiency unit, no bedroom
1.50 per one bedroom unit
2 per two bedroom unit
2 per three or more bedroom unit

Motion Picture Theatres – 1 per 4 seats based on maximum seating capacity in main assembly

Shopping Center – 1 per 300 sf of floor area

Office – 1 per 450 sf of floor area

For purposes of determining the required parking, the age restricted units were calculated using the same rates for multifamily residential uses. As reflected on Table 1, based on a strict application of the Zoning Ordinance, the residential dwelling units would require 658 parking spaces and the non-residential uses would require 408 parking spaces for a total of 1,066 spaces required per the Ordinance.

Requested Parking Reduction

Section 48-970 of the Zoning Ordinance allows the Applicant to request a modification of the off-street parking and loading requirements contained in Section 48-1004. A copy of the specific ordinance text is included in Attachment I. In general, parking reductions may be permitted if a Transportation Demand Management (TDM) justifies the reduced parking supply. Furthermore, parking may be reduced in mixed use developments where parking may be shared among two or more uses, subject to the provisions in 48-971.

In accordance with Ordinance, the Applicant is requesting a parking reduction of 5% from the number of parking spaces that would be required by a strict application of the City of Falls Church Zoning Ordinance. The proposed 1,017 parking spaces would be allocated to the site uses as per the following:

- Residential – 516 spaces (average rate of 1.31 spaces per unit)
- Non-residential (office, theater, retail) – 501 spaces
- TOTAL – 1,017 spaces

Table 1
Founders Row
Parking Summary

Land Use	Size	Unit	Falls Church Requirement Ordinance Text	Falls Church Requirement Required Parking	Reduced Parking Demand Reduction	Reduced Parking Demand Percent Reduction	Reduced Parking Demand Effective Rate	Reduced Parking Demand Provided
Residential								
Residential Multifamily								
-Efficiency	2	DU	1.0 per efficiency unit	2				
-One Bedroom	219	DU	1.50 per one bedroom unit	329				
-Two Bedroom	101	DU	2 per two bedroom unit	202				
Age Restricted (Active Adult)								
-One Bedroom	39	DU	1.50 per one bedroom unit	59				
-Two Bedroom	33	DU	2 per two bedroom unit	66				
Total Residential	394	DU		658	(142)	21.6%	1.31 per unit	516
Non-Residential								
Office	5,000	GSF	1 per 450 sf of floor area	12				
Retail (Shopping Center)	56,557	GSF	1 per 300 sf of floor area	189				
Theater	825	Fixed Seats	1 per 4 fixed seats based on maximum seating capacity in main assembly	207				
Total Non-Residential				408	N/A			501
TOTAL PARKING SPACES				**1,066**	**(49)**	**5%**		**1,017**

As summarized previously, the allocation of the proposed parking supply represents no reduction in the number of non-residential (i.e., office, retail, and theater) spaces required by Code. Therefore, the following sections provide the justification for the requested parking reduction per the City's Ordinance provisions for the residential uses only.

RESIDENTIAL PARKING REDUCTION

Overview

As stated above, the Applicant proposes to dedicate 516 parking spaces for the proposed 322 multifamily residential units and 72 age restricted adult residential units. This supply represents an average parking rate of 1.31 spaces per unit. Based on the City Code requirement (see Table 1), the average parking rate to meet Code is calculated at 1.67 spaces per unit. Therefore, the proposed residential parking supply represents a 21.4% reduction from the Code requirement.

Unit Type

As part of the Founders Row redevelopment project, the Applicant proposes a mix of unit types that would minimize the number of two bedroom units. Table 2 summarizes the proposed unit mix for the combined apartment and age restricted uses:

Table 2
Unit Mix Summary

	Apartment		**Age Restricted**		**TOTAL**	
	Number	*Percentage*	*Number*	*Percentage*	*Number*	*Percentage*
Studio	2	1%			2	1%
One Bedroom	219	68%	39	54%	258	65%
Two Bedroom	101	31%	33	46%	134	34%
TOTAL	**322**		**72**		**394**	

By providing a unit mix in this manner, the overall parking ratio necessary to adequately supply the development will be reduced. This unit mix will encourage, on average, fewer occupants per dwelling unit which, in turn, results in diminished auto ownership per unit. Many jurisdictions including and outside of the City of Falls Church recognize that single bedroom multifamily units generate less parking demand and therefore have variable parking ratios in their ordinances that reflect different unit types. Therefore, the mix of unit types proposed by the Applicant would, in of itself, serve to reduce residential parking demand. By introducing measures and strategies that would take advantage of other

transportation mode choices as elaborated later in this document, the full residential parking reduction is justified.

Alternate Modes

In addition to the unique unit type mix, the site is located completely within one mile of the West Falls Church Metrorail station (as measured from the site's farthest point from the station). Furthermore, the site is served by a Metrorail destined bus route located along West Broad Street adjacent to the property. The metrobus (WMATA) 28A bus route operates on 20 to 30 minute headways during the weekday peak hours and serve the West Falls Church station as well as locations within Tysons. The bus stop(s) for these lines are located along West Broad Street directly adjacent to the subject site. As indicated in the Voluntary Concessions, the applicant will be constructing a new bus shelter adjacent to the site, subject to coordination with the City.

Based on U.S. 2010 Census Journey to Work data for the City of Falls Church, drivers within the City utilize the following modes of transportation:

- Drive Alone: 61.8%
- Carpool: 8.0%
- Mass Transit: 16.9%
- Walk/Bike: 4.3%
- Other: 9.0%

As indicated above, non-single occupant vehicle (non-SOV) travelers account for approximately 38.2% of vehicle trips in the area. The effect of alternative modes would further reduce the residential parking demand associated with the property. It should be noted that the proximity of the Washington & Old Dominion (W&OD) regional trail makes this site ideally situated to take advantage of walking and bicycling as viable modes of transportation.

Transportation Demand Management

Imposing controls and gaining parking efficiencies can work to encourage the use of alternate modes of transportation (a City planning objective) and foster smart growth. Tightening parking supplies at concentrated residential and/or commercial sites, in conjunction with certain Transportation Demand Management (TDM) strategies have resulted in conditions shown to increase mode splits. As a result, communities throughout the nation, like the City of Falls Church, have begun to incorporate flexibility into their parking requirements as evidenced by the great number of internet sites relating to parking.

The applicant has prepared and submitted a Transportation Management Plan (TMP) and Parking Management Plan (PMP) for Founders Row, dated July 2018 which outlines strategies to further reduce vehicle trips and auto dependency for future residents.

The following elements within the Parking Management Program are designed to reduce vehicle ownership, as well as single occupant vehicle trips:

- Unbundling parking for residential and office space,
- Establish vehicle ownership limitations,
- Limit the supply of available parking,
- Shuttle service.

Unbundled Parking for New Residential

Unbundling refers to a strategy where parking is rented or sold separately, rather than automatically included with the rent for a building space. This element reveals the true cost of parking, which allows users to consider a more accurate travel cost trade-off when deciding what transportation to choose.

Parking for residential units will be unbundled and purchased/leased at market rates. In cases where the market dictates that parking be inclusive of lease costs, the cost of the parking can be presented to the lessee as a line item.

Establish Vehicle Parking Space Limits

As a means to ensure enough parking availability, the site will limit the number of parking spaces associated with all multifamily residential units to 1.31 cars per unit. Of the 1.31 spaces per unit approximately 0.15 spaces per unit will be available for residential visitors/guests.

It is widely recognized that reducing available on-site parking is, in itself, a TDM measure. Regular parking management, including the requirement of parking decals/passes and/or the limiting of guaranteed parking spaces per unit has been shown to both reduce average auto occupancy and lessen the number of vehicle trips generated by a residential development. In concert with the above strategies, the actual parking demand that will be experienced upon completion of the redevelopment will justify the reduced parking supply as requested.

Shuttle Service

The applicant has indicated that a shuttle service will be made available to the residents of the site (both the multifamily and age restricted components). Therefore, residents of the multifamily uses will have an additional alternative travel mode available through the shuttle service in order to lessen reliance on the personal automobile.

Parking Reduction Summary

Based on the documentation provided herein, the following can be summarized:

1. Under a strict application of the City of Falls Church Zoning Ordinance, 1,066 parking spaces would be required to accommodate the proposed site uses.

2. The applicant is requesting an overall parking reduction of up to 5% (a reduction of 49 parking spaces) in order to provide 1,017 parking spaces to serve the site uses.
    a. Parking associated with the site's residential component would be reduced by 21.4% (a reduction of 141 parking spaces).
    b. Parking associated with the site's non-residential component (office, theater and retail uses) would meet and/or exceed the parking that would be required by the City's Ordinance.

3. Due to the proximity of Metrorail and ready access to an existing bus route adjacent to the site and in concert with proposed transportation demand management (TDM) and parking management strategies, the peak residential parking demands associated with the Founders Row project would be further reduced.

4. Strategies to reduce and manage parking as outlined in the applicant's Transportation Demand Management (TDM) and Parking Management Plan (PMP) include the following:
    a. Unbundling parking for residential use
    b. Establish vehicle parking space limits
    c. Shuttle service

5. The proximity of the W&OD regional trail makes this site ideally situated for walking and bicycling as viable modes of travel.

6. The applicant has indicated that shuttle service will be established that will be available to the site's residents, both for the multifamily units and the age restricted units.

7. Based on the preceding background research and analysis, the proposed parking reduction requested by the applicant should be supported.

PARKING MANAGEMENT STRATEGIES

Parking Layout

A total of 1,017 parking spaces will be provided on the site. The figures provided in Attachment II illustrate the location and assignment of the proposed parking supply by garage parking level and on the surface. The parking supply includes seven (7) on-street parking spaces along Mason Avenue which are incorporated in the overall 1,017-space parking count. As shown, the shared commercial parking spaces will be generally located nearest to the vehicular entrances/exits to the site. Residential reserved parking will be located in secured parking areas on the lowest levels of the garage.

While the parking supply for the residential site component will be secured (i.e., reserved), the parking associated with the commercial component will generally be open for public use (i.e., shared). Therefore, any late evening or overnight residential parking demand would have the ability to utilize the commercial parking supply that would not be utilized outside of peak commercial demand. The specific allocation of the parking supply is summarized in the following:

Use	Parking Allocation
Residential (Reserved)	516
Retail, Theater, Office (Shared)	501*
TOTAL	1,017

*Includes seven (7) on-street spaces along Mason Avenue

Bicycle Parking

As shown in the submitted site plan, secure bicycle storage for residents and employees (long-term "Class 1") is provided in parking level P-0 as well as Level 1 and Level 1-A. Bicycle parking for short term "Class 3" (i.e., commercial patrons and guests) is provided in bicycle racks located throughout the public ground floor areas of the development. As stipulated in the Applicant's Voluntary Concessions, the bicycle parking is provided in accordance with Arlington County bicycle parking standards and requirements.

Monitoring and Enforcement

In order to determine the efficacy of the parking reduction strategies and parking management plan, the applicant has committed to monitoring the parking utilization

through parking counts. Parking counts refer to a visual or automated account of occupied and/or empty parking spaces used to ensure that the amount of parking supply on the redevelopment site is appropriate to meet peak parking demand. The methodology associated with the collection of parking occupancy counts will be coordinated with the City of Falls Church for a minimum of 30 days prior to the initiation of such counts and/or surveys.

At a minimum, parking occupancy counts will be conducted annually beginning one year after site occupancy.

- Residents, employees, and visitors will not be advised as to the date/time of the parking occupancy counts;
- Occupancy counts will be conducted on a typical Tuesday, Wednesday or Thursday during a non-holiday week when area public schools are in session;
- Counts will be collected between 6:00 AM and 6:00 6:00 PM;
- Parking occupancies will be recorded every 60 minutes; and
- The counts will be segmented by residential and non-residential uses.

Parking Occupancy Counts will continue to be collected until two (2) years of consecutive counts conducted post-full occupancy show that the parking demand associated with residential uses is met based on the overall amount of parking supply.

Once two (2) years of consecutive counts show that the parking demand is met based on the overall parking supply, the applicant will continue to conduct annual parking occupancy observations on the site on a more informal basis which may be limited to one site-wide count to be included in the annual report, as specified in the TDM and PMP.

As outlined above, the specifics of the parking occupancy collection and reporting efforts will be coordinated with the City of Falls Church prior to the initiation of data collection activities. Parking counts will be overseen by the on-site Transportation Coordinator ("TC" as defined in the TDM and PMP) and timing will be consistent with commute surveys and traffic surveys. In order to determine if parking is sufficient to meet the demands of the site, the TC shall determine, as evidenced by the parking counts, the percentage of spaces occupied and averaged over the twelve hour period of 6:00 PM to 6:00 AM. If the average percent occupied is less than 97% of the overall supply, then the parking is deemed sufficient to meet demand. If the average percentage occupied is greater than or equal to 97% of the available supply, then the Transportation Coordinator will meet with the City to discuss additional strategies within the Parking Management Plan to be implemented in order to reduce parking demand. The TC shall present the results of the parking count results to the City in an annual report, as specified in the TDM and PMP.

In addition to the above and as stipulated in the executed Voluntary Concessions (VC's), the applicant agrees that City of Falls Church staff, upon written notice to the owner's

designated representative, will have access to the garages on the site at all times to conduct parking utilization counts and to monitor compliance with the TDM and PMP.

Attachments: a/s

Attachment I

City of Falls Church Zoning Ordinance

1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Secs. 48-942--48-969. Reserved.

Subdivision III. Administrative Regulations

Minimum parking requirements may be reduced or modified through reductions in the amount of required parking (Sec. 48-970), shared parking arrangements (Sec.48-971) and off-site parking agreements (Sec. 48-972), subject to approval by the planning commission as part of a site plan application. The planning commission may modify the requirements of this subsection where adjacent properties are developed under a unified site plan or where the strict interpretation of these provisions would reduce the usable area of a site to a point that would preclude a reasonable use. The commission may also attach conditions to any such waiver or modification to assure that the results of the waiver of modification shall be in accord with the purposes and intent of this subsection.

Sec. 48-970. Reduction in Required Parking.

Applicants for site plans and special exception approvals for office or mixed-use developments may request a reduction in required parking (Table 3) subject to submission and approval of a Transportation Demand Management (TDM) plan. The TDM must be submitted at the time the site plan or special exception application is filed and may include a variety of measures including but not limited to dedicated carpool and vanpool spaces, bike share stations and/or contributions toward bike share stations, shuttle service from Metro, transit subsidies, transit information kiosk, and the like. The TDM plan should provide sufficient information to justify the level of parking reduction requested. Applicants shall provide monitoring reports at one, three and five-years following occupancy to assess the TDM plan implementation. The applicant, building owner, their successor or assigns will be responsible for implementing the TDM over the life of the building(s) and taking corrective action as needed to manage on-site parking demand.

After a project is approved using the parking reductions of this section, the city manager shall monitor the residential districts adjacent to the project to determine if vehicular parking remains reasonably available for the

residents of such district, and if there is a determination that such parking availability has been adversely impacted, to proactively work with the residents of such district to implement residential parking restrictions as appropriate.

Sec. 48-971. Shared Parking Requirements.

Off-street parking or loading facilities and driveways or aisles for two or more structures or uses are permitted, provided that all applicable provisions of this division and the following specifications are complied with:

(1) Wherever uses are mixed or combined within a structure or on a premises, or collective parking is provided for two or more uses or structures, the total requirements for off-street parking or loading facilities shall be the sum for the various uses or structures computed separately, except as provided below in subsection (a).

a. The following conditions shall apply to any parking facility for a development containing a mix of uses:
    1. The mixed-use property and the mixed-use shared parking facility must be owned by the same developer/owner or must be the subject of a recorded shared parking agreement made between current and future owners of the properties involved and that conveys with the land. Any such agreements must also contain a provision for parking facility maintenance. Any changes to the agreement must be approved by the planning commission.
    2. The distance between the shared parking facility and the entrance to the establishments being served shall not exceed 500 feet as measured along the shortest safe and unobstructed pedestrian path. Shared parking facilities located on a separate lot from the establishments being served must meet the requirements of section 48-936(b) and (c).
    3. Parking spaces for handicapped or disabled persons may not be included in any shared parking calculation.
    4. All shared parking spaces must be available for use by all participants in the shared parking agreement. No reserved spaces may be part of the shared parking agreement.
    5. The planning director shall determine at the time of site plan review that shared parking on the site can meet the total required in Table 2. Particular attention is needed to assure that sufficient

and convenient short-term parking will be available to commercial establishments during the weekday daytime period. The shared parking spaces must be located in the most convenient and visible area of the parking facility nearest the establishments being served.

6. All subsequent changes in use(s) require a new occupancy permit and proof that sufficient parking will be available to meet the required parking as determined by applying Table 2. Table 2 determines the minimum number of spaces required to receive occupancy permits.
7. The requirements of Table 2 apply to all proposed uses for any one phase of development in addition to the ultimate buildout of the development.

b. Calculation of Shared Parking. Structures or developments that contain a mix of uses on the same parcel may reduce the amount of required off-street parking in accordance with the following methodology:
   1. Determine the minimum automobile parking requirements in accordance with Table 2 for each use as if it were a separate use.
   2. Multiply each amount of parking by the corresponding percentages for each of the five time periods set forth in Table 2.
   3. Calculate the total amount of required parking for each time period.
   4. Select the time period total with the highest value as the required minimum number of off-street parking spaces for the site.
   5. It shall be the responsibility of the applicant to perform any studies or site evaluations as necessary to determine the acceptable number of spaces. No modification in parking ratios, as set forth in the table in section 48-1004, shall be granted without approval of the planning commission.

TABLE 2 Parking Requirements by Time Period

Use	Weekday		Weekend		
	Day 6 a.m.—6 p.m.	Evening 6 p.m.—12 mid.	Day 6 a.m.—6 p.m.	Evening 6 p.m.—12 mid.	Night Time 12 mid.—6 a.m.
Industrial/warehouse/business and professional offices, including medical and dental	100%	10%	10%	5%	5%
Retail business and service establishments	60%	90%	100%	70%	5%
Hotels/motels*	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Indoor commercial recreation establishments & non-adult theaters	40%	100%	80%	100%	10%
All other uses	100%	100%	100%	100%	100%

*Rental rooms only. Other uses in hotel figured separately.

(Code 1973, § 81-60; Code 1982, § 38-31(c)(1); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Sec. 48-972. Off-site parking requirements.

(a) In all districts off-street parking may be provided off site within 500 feet, as measured along the shortest safe and unobstructed pedestrian path, from a principal entrance to the structure to which it is accessory, subject to the requirements of section 48-936(b) and (c).

(b) When any off-site parking is met through contract agreement or lease between two or more parties, one copy of the agreement, subject to the requirements established in this section, must be on file with the zoning administrator. The agreement shall contain, among other items required by the negotiating parties, the following:

(1) The name, address and status of each of the parties to the negotiation, including a certification of competence to enter into the specified agreement.

(2) The term of validity. In new construction, the term of validity of an agreement for the use of off-street parking facilities to fulfill the requirements of this division shall be at least ten years or, in the

case of the parking being provided for a specific tenant, the term of the lease, whichever is greater. In redevelopment or renovation scenarios or in the case that the lessee of the facility is also a tenant or lessee of the principal structure or premises to which the parking shall be accessory, the term of validity of the agreement may coincide with the full period of validity of the lease for use of the principal structure.

(3) A plat depicting the parking facilities or any portion thereof for which agreement has been negotiated. This plat shall be drawn to scale and shall show accurately:

a. The precise location of the parking facility involved in the agreement.
b. The location and description of the principal uses and affected properties of all the parties entering into the agreement, including dimensions of distances between each use and the parking facility.
c. The location and size of all parking spaces, access aisles, driveways, entrances and exits, upon which agreement has been reached regarding usage.
d. Such other information as is required by the general regulations of this division.

(4) The plat submitted in compliance with subsection (b)(3) of this section shall be in addition to, and shall not be deemed to satisfy the requirements of division 7 of this article, pertaining to the site plan.

(c) A notarized copy of any agreement required by this section shall be submitted to the zoning administrator prior to the issuance of a certificate of occupancy for the use for which such parking is required. Copies of the agreement shall be forwarded to the department of public works and the department of planning and development for approval. Once copies of any such agreement are approved and the facilities described thereon certified to comply with all applicable provisions of this Code, the zoning administrator shall credit such additional parking facilities toward the off-street parking requirements of the principal use to which it is, by agreement, assigned and shall simultaneously annotate the certificate of occupancy to reflect such a conditional nature.

(d) If the validity of any agreement submitted in compliance with this section lapses, expires or for any reason becomes null and void, the certificate of occupancy issued under the consideration of this section shall be suspended effective the date of such lapse, expiration or voiding. Unless additional agreements are made whereby the

requirements of this section are satisfied within 60 days of such suspension of the certificate of occupancy, the use for which the certificate of occupancy was issued shall cease and shall not resume until such time as all requirements of this section are once again satisfied.

(e) Acceptance of any agreement involving the use of off-street parking facilities shall not obligate the city to enforce the provisions of such agreement, nor shall it render the city liable for any damages, injury or loss resulting from the implementation of the various provisions of such agreements.

(f) It is the obligation of the lessee or party granted the use of any off-street parking or loading facilities or entrances or driveways under the terms of any agreement complying with the provisions of this section to negotiate the renewal of any such agreement prior to their expiration, and to provide copies of such new and/or supplemental agreements in the form and manner specified by this section.

(g) All copies of any agreement relating to the use of any off-street parking facility required by this section shall be notarized in the manner prescribed by the state code.

(Code 1973, § 81-60; Code 1982, § 38-31(c)(2); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Secs. 48-973--48-1002. Reserved.

Subdivision IV. Regulation by Use Types

Sec. 48-1003. Requirements.

(a) Parking, loading, unloading and maneuvering space for service vehicles must be provided for every building, structure or use that receives or distributes materials or merchandise by vehicular mode.

(b) Where no specific requirement is stated for a use, the zoning administrator shall determine an alternate minimum parking requirement based on the most similar prescribed use (as determined by the zoning administrator based upon the factors below) and/or existing site conditions. In such instances the applicant shall provide the following information:

(1) Type of uses;
(2) Number of employees;
(3) Building design capacity;
(4) Square feet of sales area and service area;
(5) Parking spaces proposed on-site;
(6) Parking spaces provided elsewhere;
(7) Hours of operation;
(8) Proximity to Metro and/or other transit;
(9) Other information as required by the zoning administrator.

(c) When units of measurement determining the number of required parking spaces result in the requirement of a fractional space, one additional parking space shall be required.

(d) Temporary uses, including temporary stands permitted under section 48-868 shall be subject to the requirements applicable to the most similar permanent use.

(Code 1973, § 81-60; Code 1982, § 38-31(d)(1); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Sec. 48-1004. Table of use types.

In all districts off-street parking areas, off-street loading areas and standing spaces shall be provided in connection with, accessory to, and on the same premises as, each and every use, including municipal facilities, in the

amount specified within this subsection in Table 3. Bicycle parking shall be provided for office, retail, multi-family and hotel development projects for employees and visitors/customers on private property as specified below in Tables 4 and 5.

(a) Bicycle parking requirements apply to both special exception projects and by-right projects when site plans are required under Sec. 48-1134.

(b) Bicycle parking requirements are applied to each use separately.

(c) Office, residential and hotel bicycle storage facilities must be visible from an elevator, a visitor/customer entrance, or installed in an area within the garage that will be seen by a parking attendant, security guard or property manager. Retail bicycle parking locations shall be installed at highly visible exterior locations within 50 feet of the primary building entrances unless there are physical obstructions that cannot be changed or moved to accommodate the bicycle parking within the 50 foot distance, as determined by the Director of Development Services. In the case where an obstruction cannot be moved or changed, signs directing cyclists to the bicycle parking will be required at the entrance(s). No bicycle parking facilities shall encroach on the public right of way unless approved or any required fire egress.

Table 3 - Parking Requirements by Use

Use Types	Loading	Required Off-Street Parking and Standing Spaces
Cultural, Entertainment and Recreational Uses		
Amusements		
Billiards		1 per 200 sf of floor area
Miniature gold and outdoor installations		1 per 400 sf of the designated site area
Amusement arcades		1 per two amusement machines
Cultural Activities		
Art galleries, libraries, museums		1 per 400 sf of floor area
Botanical gardens/arboretums and zoos		1 per 500 sf of designated site area
Historical and monumental sites		Planning commission determination upon recommendation of historical commission .
Parks		Planning commission determination based upon such criteria as the number of persons expected to use the facility at any one time, their means of transportation and the availability of on- or off-street parking spaces nearby.
Public Assembly		
Amphitheaters, band shells, coliseums, stadiums	2	1 per 3 seats or six-foot benches
Auditoriums, assembly halls, community centers, dance halls,		

legitimate and motion picture theatres		
Fixed seats	1	1 per 4 seats based on maximum seating capacity in main assembly
Without fixed seats	1	1 per 60 sf of floor area
Recreational Activity		
Day camp, outdoors		1 per 10 pupils, plus 1 per staff member
Gymnasiums	1	1 per 4 seats
Sports activities		
Bowling		
Indoor		5 per alley
Outdoor		1 per 400 sf of designated site area
Riding stables		1 per every 2 stalls
Skating, ice and roller		
Indoor		1 per 60 sf of floor area or 1 per 4 seats, whichever is greater
Outdoor		1 per 200 sf of designated site area
Swimming pools		1 per 54 sf of water surface area
Tennis courts		2 per court
Manufacturing		
Assembly, distribution, fabrication, packaging, processing; bottling, canning, chemical, chipping, curing, cutting, electrical, extruding, milling, punching, stamping, thermal	2	1 per 500 sf of floor area

Industrial research, development and testing	1	1 per 300 sf of floor area
Office		
Business, general and governmental buildings	1	1 per 450 sf of floor area
Professional office buildings, mixed professional uses composing 50 percent or more of the total floor area	1	1 per 450 sf of floor area
Residence		
Dwellings		
One-family detached and two-family semidetached		1 per dwelling unit
Multifamily		1.0 per efficiency unit, no bedroom 1.50 per one bedroom unit 2 per two bedroom unit 2 per three or more bedroom unit
Townhouse		2.5 per dwelling unit
Group quarters		
Boardinghouse, lodginghouse, or roominghouse		1 per residence unit, plus two spaces for employees
Convalescent, human care, nursing or rest home, sanitarium	1	1 per 4 beds of maximum capacity, plus 1 for every fulltime staff member on the maximum shift, and 1 per attending physician
Dormitory, fraternity or sorority		1 per 2 beds, plus one per 200 sf of floor area
Foster home		1 per full or part-time staff

		member
Religious accommodations		1 per 10 beds with a minimum of 4 spaces
Home occupations		According to specific use type
Transient lodgings		
Hotel and motel	1	1 per guestroom, plus one employee space per ten guestrooms
Tourist home		1 per guestroom, plus two spaces for employees
Prenatal and infant care counseling center in an R-1A or R-1B district		As required by special use permit conditions
Service		
Business services		
Advertising, adjustments and collections, bonding, consulting, consumer and mercantile credit, data processing, detective and protective, employment, stenographic, public relations		1 per 300 sf of floor area
Blueprinting, delivery, duplicating, hand tool rental, mailing, office equipment leasing and sales, photocopying and finishing, printing, trading stamps	1	1 per 200 sf of floor area
Warehousing and storage		
Indoor	4	1 per 1,000 sf of floor area
Outdoor	2	1 per 2,000 sf of total site area
Self-storage warehouse	*	1 per 400 sf of office floor area, plus 2 spaces for

		employees
Vehicle and wheeled equipment	1	1 per 1,000 sf of total site area
Contract construction services	2	1 per 500 sf of floor area
Educational services		
Day care and kindergarten		1 per 125 sf of floor area, plus 2 for employees
Nursery		1 per 175 sf of floor area, plus two per employee
Schools		
Instructional		
Arts, commercial, drafts, driving, physical culture, physically and mentally handicapped, professional		1 per 4 students of maximum capacity, plus 1 per classroom and 1 per fulltime staff member on maximum shift
Parochial, private or public		
Elementary, intermediate or junior high	1	1 per teacher, employee or administrator whether full or part-time, if activities of personnel are conducted between 8:00 a.m. and 4:00 p.m.
High school or college or preparatory	1	1 per teacher, employee or administrator whether full or part-time, plus one for every 10 students of maximum enrollment or capacity
Finance, insurance and real estate services		
Banks, savings and loan associations		1 per 300 sf of floor area
Drive-in		5 standing spaces, per teller window

Insurance		1 per 300 sf of floor area
Real estate		1 per 200 sf of floor area
Governmental services		
Postal		
Window service	4	2 per employee, clerk or carrier on maximum shift
Mail handling station with no window service	4	1 per employee, clerk or carrier on maximum shift
Protection functions, fire, police		2 per fulltime employee on maximum shift
Armed forces recruitment		1 per employee on maximum shift
Personal services		
Apparel and accessory repair		1 per 200 sf of floor area
Barbershop, beauty salon		3 per 100 sf of floor area
Cemeteries		1 per 2,500 sf of total site area
Funeral home, crematory, mortuary	2	1 per four seats in chapels or parlors with fixed seats or one per 100 sf of floor area of assembly rooms without fixed seats for services, plus five for employees
Laundering, dry cleaning		
Automatic, self-service	1	1 per two cleaning or laundry machines
Depot	1	1 per 50 sf of floor area
On-premises finishing	1	1 per 200 sf of floor area
Other		1 per 200 sf of floor area
Professional services		

Architect, artist, attorney, engineer		1 per 300 sf of floor area
Medical		
Clinic, outpatient	1	1 per 200 sf of floor area
Dental office		1 per 300 sf of floor area
Life science laboratory and research	1	1 per 200 sf of floor area
Physician and surgeon		1 per 200 sf of floor area
Musician		1 per 300 sf of floor area
Other		1 per 300 sf of floor area
Veterinary		
Indoor	1	1 per 300 sf of floor area
Outdoor	1	1 per 500 sf of designated site area
Repair services		
Motor vehicle		
Maintenance and mechanical repair		2 per service bay for employee parking, 5 per bay for vehicle storage
Drive-through maintenance and mechanical repair		1 per service bay, plus 4 per bay for employee parking, 5 per bay for vehicle standing
Painting and bodywork		2 per service bay for employee parking, 10 per of first 3 bays for vehicle storage
Wash, full service		2 for employees, 10 spaces per service bay for vehicle standing
Wash, self service		5 per bay for vehicle

		standing
Note--Establishments offering a variety of motor vehicle repair and maintenance services shall be required to meet the requirements of this section per use type that will be present on site.		
General maintenance		
Indoor	1	1 per 400 sf of floor area
Outdoor	1	1 per 1,000 sf of total site area
Miscellaneous services		
Business and labor associations		1 per 100 sf of floor area
Churches, synagogues, temples and places of worship		1 per 4 seats in sanctuary
Civic, fraternal, political, private, religious and social, nonprofit associations		1 per 60 sf of floor area with a minimum of 10
Open air business and temporary stands not otherwise categorized by use type	1	1 per 200 sf of designated site area
Sign painters, cabinet, carpentry and refinishing	1	1 per 500 sf of floor area
Welfare and charitable centers		1 per 200 sf of floor area
Trade		
Retail		
Apparel and accessories		1 per 250 sf of floor area
Automotive		
Accessory sales		
Indoor	1	1 per 250 sf of floor area
Outdoor	1	1 per 1,000 sf of total site area with a minimum of 10 spaces

Dealership, New and Used		
Indoor	2	1 per 400 sf of floor area devoted to display
Outdoor	2	1 per 1,000 sf of total site area with a minimum of 10 spaces
Inspection stations		5 standing spaces
Gasoline service stations	1	2 standing spaces per fueling service bay, 3 vehicle storage spaces per service bay, 2 for employees, plus 1 employee space per service bay.
Note--Gasoline stations shall provide 1 per 100 sf of floor area dedicated to sale of food and non-auto oriented goods in addition to other requirements.		
Motorcycle and accessory sales	1	1 per 250 sf of floor area
Marine	2	1 per 400 sf of floor area or site area devoted to display
Building materials, contractor supplies, hardware		
Air conditioning, brick, concrete aggregates, electric, glass, heating, metals, plumbing, tile, wood		
Indoor	2	1 per 400 sf of floor area
Outdoor	2	1 per 1,000 sf of total site area
Hardware	1	1 per 400 sf of floor area
Storage of gravel, sand, etc., outdoors	2	1 per 1,000 sf of total site area

Food		
Automobile oriented convenience food store	1	1 per 100 sf of floor area
Baker, confectionery, dairy, delicatessen, groceries, meats, poultry, produce, seafood	1	1 per 250 sf of floor area
Furniture, home furnishings, household appliances, radio and television, rental, sales and service	1	1 per 400 sf of floor area
Garden supplies, greenhouses and nursery stock		
Indoor	1	1 per 250 sf of floor area
Outdoor	1	1 per 600 sf of designated site area
General merchandise, antiques, bicycles, books, department stores, drugs, dry goods, florist, jewelry, magazine, novelty, optical, pet, photographic, secondhand merchandise, sporting goods, stationery, tobacco, variety store and vending machine operation	1	1 per 250 sf of floor area
Machinery sales		
Indoor	1	1 per 500 sf of floor area minimum 5 spaces
Outdoor	1	1 per 1,000 sf of total site area
Restaurant, liquor outlet, tavern	1	1 per 100 sf of space used by customers
Restaurant Drive-through		12 standing spaces, or as determined by use permit

Shopping center	2	1 per 300 sf of floor area
Wholesale, inventory, sales, storage not otherwise classified	2	1 per 1,000 sf of floor area devoted to enclosed storage
Transportation, Communication and Utility		
Automobile parking, attendant, shelter		1 per employee on the maximum shift
Communications facilities, broadcasting studios, message centers, telephone exchange, transmitting stations and towers		1 per 300 sf of floor area
Motor vehicle transportation		
Bus equipment maintenance and garaging	2	2 per service bay or stall, plus 1 per vehicle storage space
Motor freight equipment maintenance and garaging	2	2 per service bay or stall, plus 1 per vehicle storage space
Taxicab		
Equipment maintenance and garaging	1	2 per service bay or stall, plus 1 per vehicle storage space
Convenience stands		2 standing spaces
Utility-Generation plants, refuse disposal, regulating substations, sanitary landfills, storage, solid waste disposal	1	1 per 1,000 sf of total site area
*Loading spaces for self-storage warehouse-1 space per 20,000 sf of floor area. sf = square feet.		

Table 4 - Bicycle Parking Requirements

Use Type	Short Term/Visitor/Customer	Long Term/Employee/Resident
Office	3 loops (6 spaces) or 1/20,000 sq. ft. office GFA or portion thereof, whichever is greater	3 loops (6 spaces) or 1/6,000 sq. ft. office GFA or portion thereof, whichever is greater
Retail	3 loops (6 spaces) or 2/10,000 sq. ft. of retail GFA or portion thereof, for the first 50,0000 sq. ft., and 1 additional for every 12,500 sq. ft. or portion thereof, whichever is greater	3 loops (6 spaces) or 1/25,000 sq. ft. of retail GFA or portion thereof, whichever is greater
Multi-family	3 loops (6 spaces) or 1/50 units or portion thereof, whichever is greater	3 loops (6 spaces) or 1/2.5 units or portion thereof, whichever is greater
Hotel	3 loops (6 spaces) or 1/50 hotel, rooms or portion thereof whichever is greater	3 loops (6 spaces) or 1/10 hotel rooms or portion thereof, whichever is greater

Table 5 - Bicycle Storage Requirements

Use Type	Short Term/Visitor/Customer	Long Term/Employee/Resident
Office	Class 2 or Class 3	Class 1 or 2
Retail	Highly visible exterior locations within 50 feet of the entrance	Highly visible exterior locations within 50 feet of the entrance
Multi-family	Class 2 or Class 3	Class 1 or Class 2
Hotel	Class 2 or Class 3	Class 2 or Class 3

Class 1 = locked storage room or cage;
Class 2 = protected or covered bicycle parking;
Class 3 = light security for visitors

(Code 1973, § 81-60; Code 1982, § 38-31(d)(2); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Sec. 48-1005. Nonconforming uses.

(a) **Created.** Uses which do not conform to all applicable requirements of this chapter shall, upon the effective date of the ordinance from which this division is derived, become nonconforming. No use which is made nonconforming by virtue of the adoption of the ordinance from which this division is derived shall be expanded, extended or enlarged in any way that would increase the off-street parking requirement unless and until such increased requirement is satisfied.

(b) **Uses made nonconforming by governmental action.**

(1) No use which, prior to the effective date of the ordinance from which this division is derived, had or by subsequent future action of the federal, state or city governments shall have any portion of its required off-street parking or loading area condemned, confiscated or acquired by any means by any governmental authority, shall by virtue of such action become nonconforming.

(2) All uses which remain conforming by virtue of the provisions of this subsection (c), although providing off-street parking or loading space insufficient to satisfy the requirements of this division, shall be allowed to expand or enlarge upon provisions of such additional off-street parking or loading space as may be required for the expansion or enlargement alone.

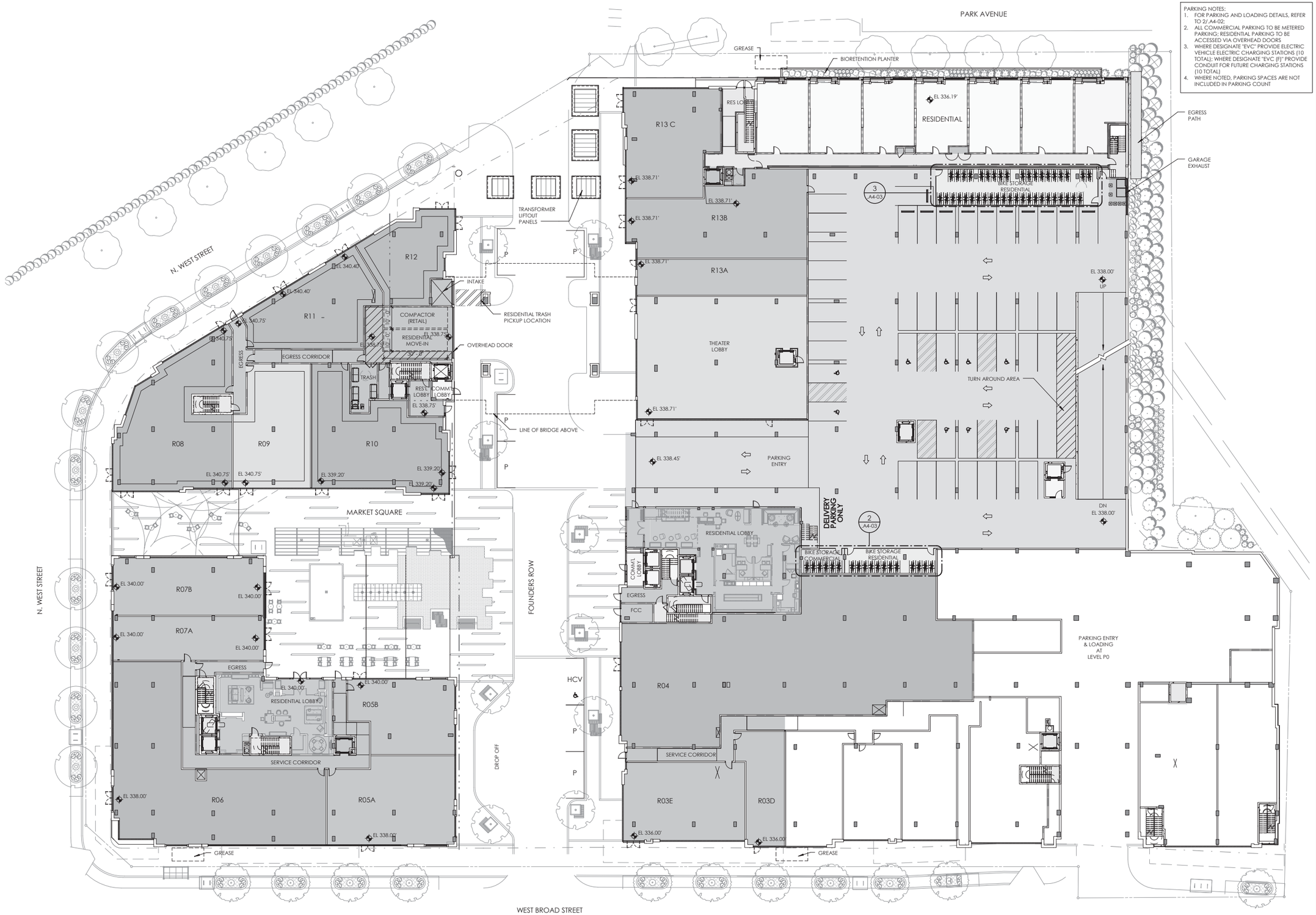
(3) Whenever a use, described by this subsection (c), is combined with other properties and through such combination satisfies all applicable provisions of this division, it may no longer have recourse to the special immunities of this subsection (d).

(Code 1973, § 81-60; Code 1982, § 38-31(e); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Attachment II

Parking Plan

PARKING NOTES:
1. FOR PARKING AND LOADING DETAILS, REFER TO 2/.A4-02;
2. ALL COMMERCIAL PARKING TO BE METERED PARKING; RESIDENTIAL PARKING TO BE ACCESSED VIA OVERHEAD DOORS
3. WHERE DESIGNATE "EVC" PROVIDE ELECTRIC VEHICLE ELECTRIC CHARGING STATIONS (10 TOTAL); WHERE DESIGNATE "EVC (F)" PROVIDE CONDUIT FOR FUTURE CHARGING STATIONS (10 TOTAL)
4. WHERE NOTED, PARKING SPACES ARE NOT INCLUDED IN PARKING COUNT



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SITE PLAN	09.23.2016
SITE PLAN	02.20.2018
SITE PLAN	07.10.2018
SITE PLAN	08.14.2018

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WDG PROJECT NO: WA16016

GROUND FLOOR LEVEL

SCALE: 1" = 20'-0"

.A1-01

PARKING NOTES:
1. FOR PARKING AND LOADING DETAILS, REFER TO 2/.A4-02;
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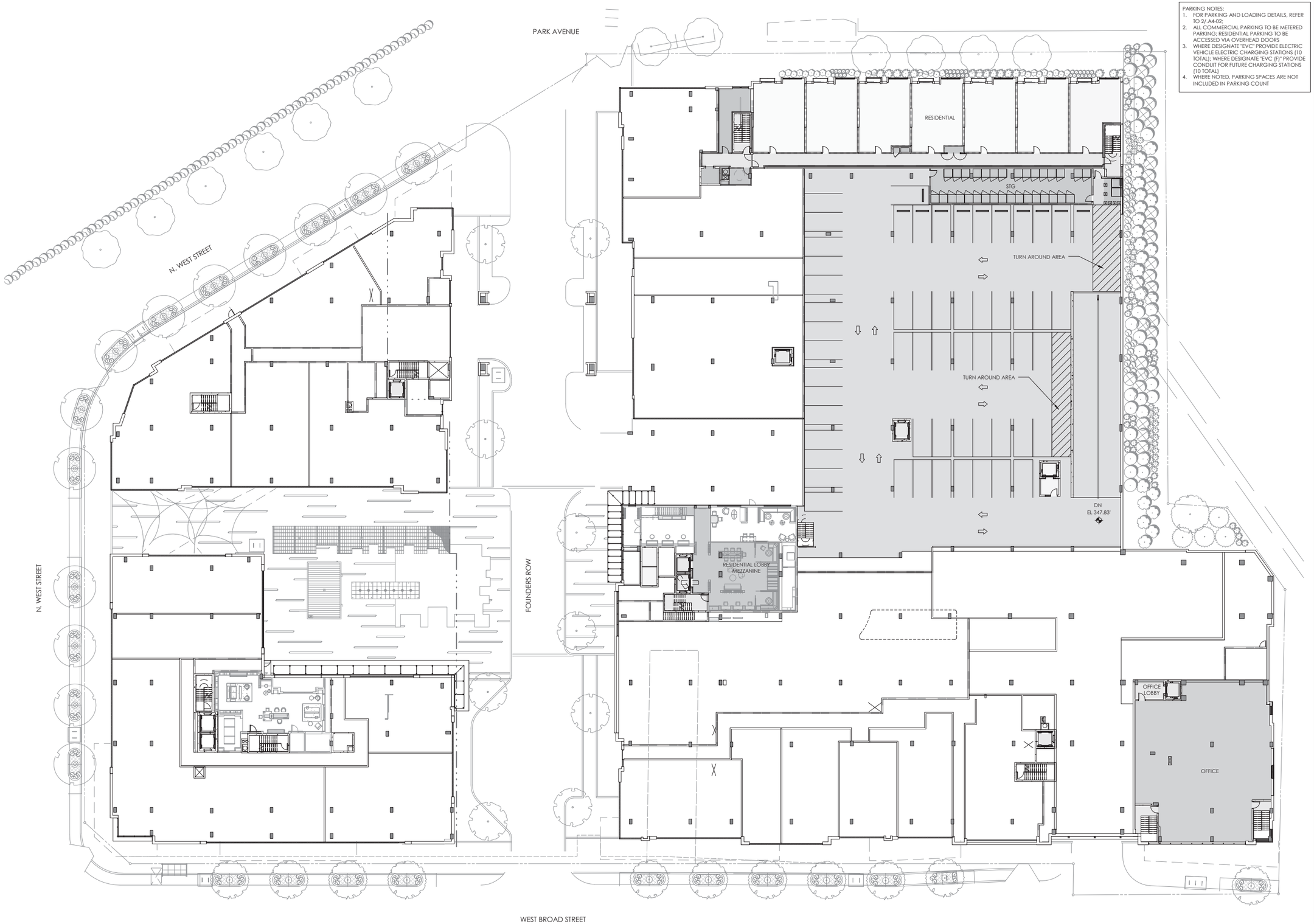

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LEVEL 1A

SCALE: 1" = 20'-0"

.A1-02

PARKING NOTES:
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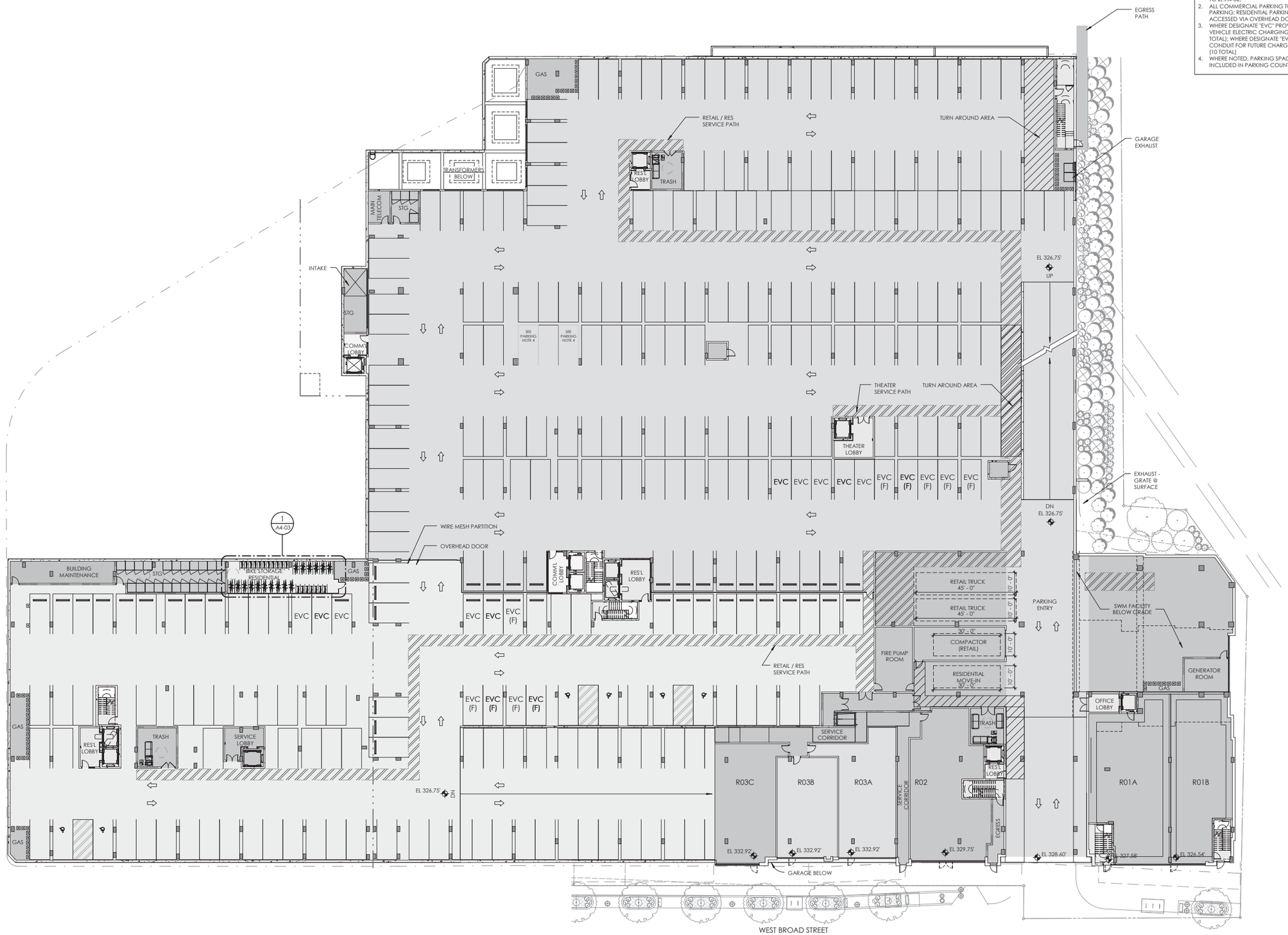

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PARKING LEVEL 0

SCALE: 1" = 20'-0"

.A1-07

PARKING NOTES:
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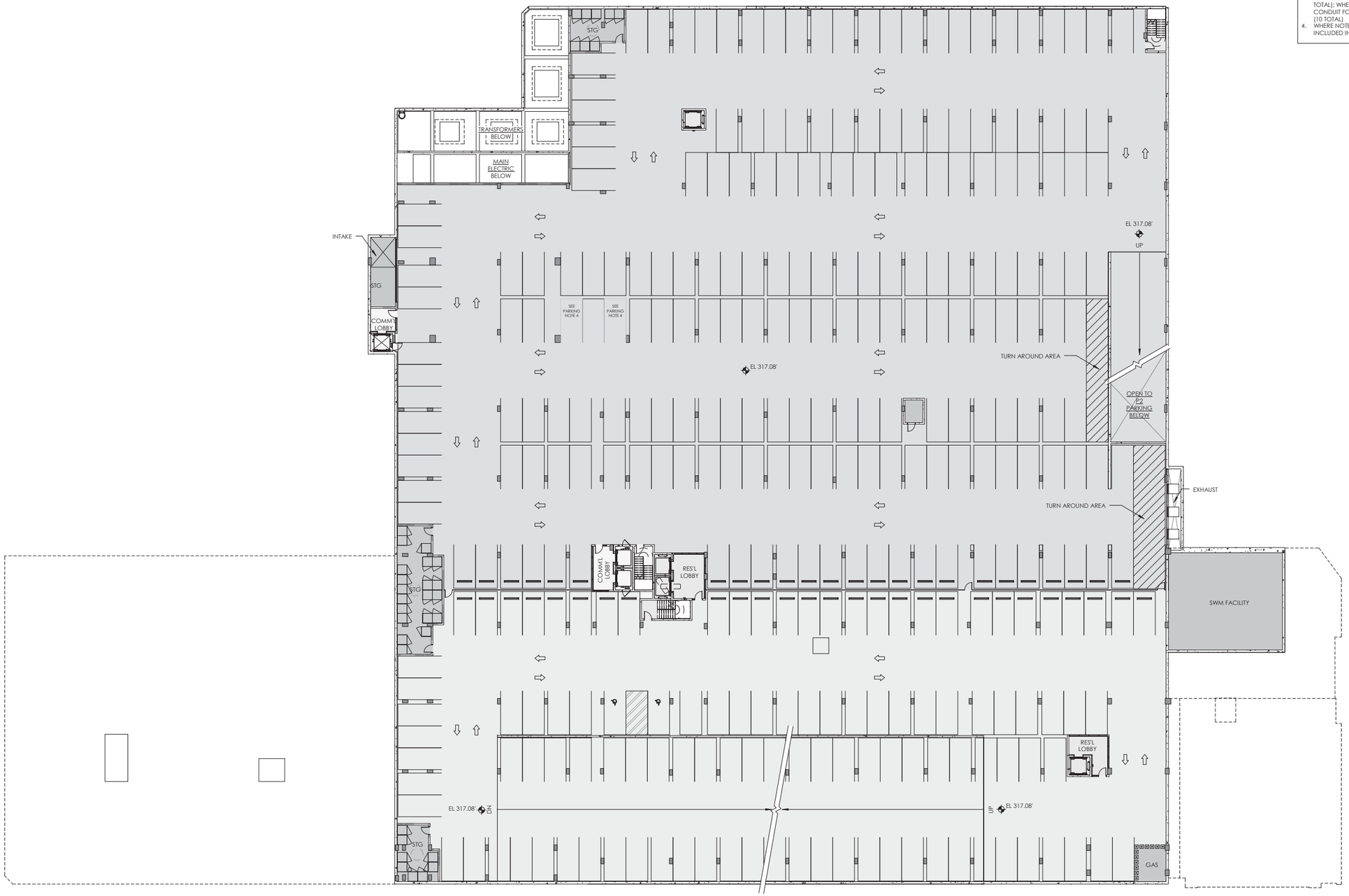

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PARKING LEVEL (-) 1

SCALE: 1" = 20'-0"

.A1-08

PARKING NOTES:
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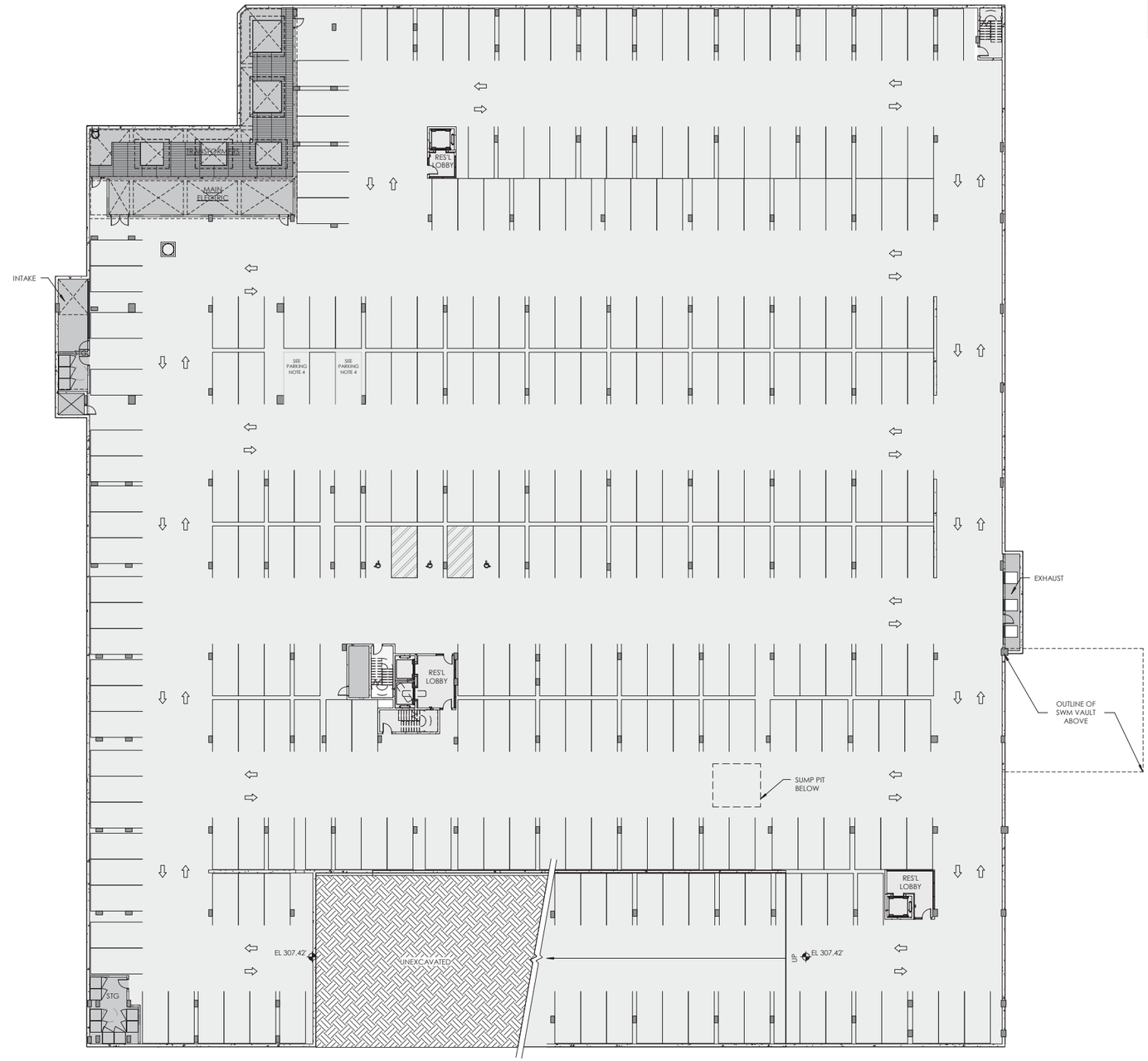

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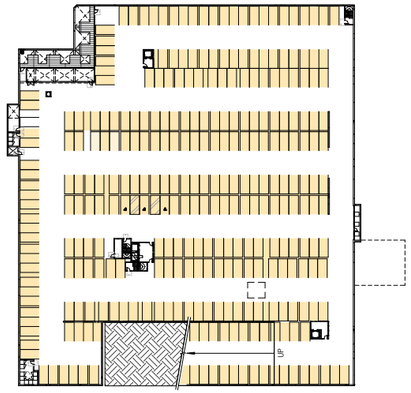
PARKING LEVEL (-) 2

SCALE: 1" = 20'-0"

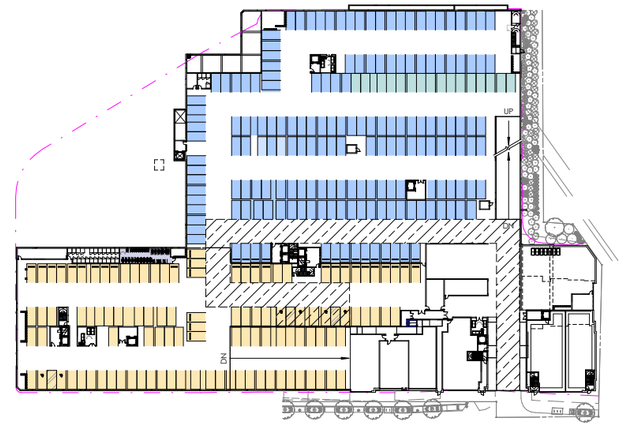
.A1-09



PARKING, LEVEL P-2

USE	SPACES
RESIDENTIAL	292
RESIDENTIAL - X	2
	294

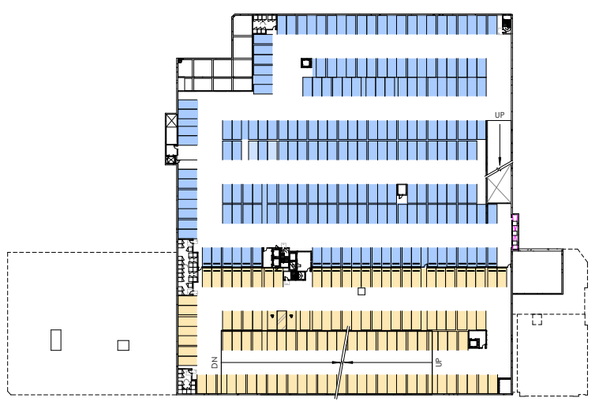
1 LEVEL P-2 PARKING
SCALE: 1" = 60'-0"



PARKING, LEVEL P-0

USE	SPACES
COMMERCIAL / THEATER	174
OFFICE	16
RESIDENTIAL	112
	302

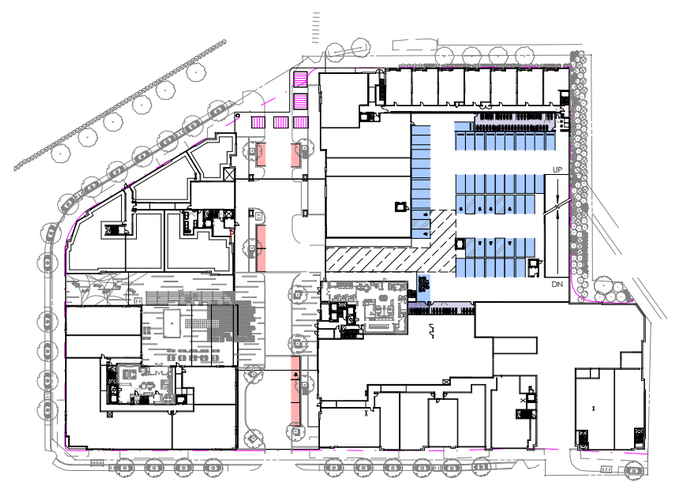
3 LEVEL P-0 PARKING
SCALE: 1" = 60'-0"



PARKING, LEVEL P-1

USE	SPACES
COMMERCIAL / THEATER	199
COMMERCIAL / THEATER - X	2
RESIDENTIAL	112
	313

2 LEVEL P-1 PARKING
SCALE: 1" = 60'-0"



PARKING, LEVEL 1

USE	SPACES
COMMERCIAL / THEATER	48
SURFACE	7
	55

4 LEVEL 1 PARKING
SCALE: 1" = 60'-0"

GENERAL NOTES

CLEAR HEIGHTS & CEILINGS

1. MAINTAIN 8' - 2" MIN CLEAR VERTICAL HEIGHT ALONG VEHICULAR PATH FROM GARAGE ENTRY POINT TO HANDICAP VAN PARKING AND HCV ACCESS AISLE. PATH TO INCLUDE A TURN AROUND AREA FOR VAN, AS INDICATED ON PARKING PLANS. ELSEWHERE IN GARAGE, MAINTAIN 7' - 2" MIN CLEAR VERTICAL HEIGHT.
2. LOADING BERTH TO BE MINIMUM 10' - 0" W X 30' - 0" D X 15' - 0" H UNOBSTRUCTED CLEAR

GRAPHIC LEGEND

- COMMERCIAL / THEATER PARKING
- COMMERCIAL / THEATER PARKING EXCLUDED FROM "ZONED PARKING" METRICS
- OFFICE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL PARKING EXCLUDED FROM "ZONED PARKING" METRICS
- SURFACE PARKING
- BICYCLE PARKING - COMMERCIAL
- BICYCLE PARKING - RESIDENTIAL
- HCV ACCESS

PARKING METRICS

ZONED PARKING BY USE

LEVEL	SPACES
COMMERCIAL / THEATER	
LEVEL P-1	199
LEVEL P-0	174
LEVEL 1	48
LEVEL 1A	57
	478
OFFICE	
LEVEL P-0	16
	16
RESIDENTIAL	
LEVEL P-2	292
LEVEL P-1	112
LEVEL P-0	112
	516
SURFACE	
LEVEL 1	7
	7
	1017

BICYCLE BY USE

USE	BIKE DESCRIPTION	BIKES
RESIDENTIAL		
LEVEL P-0	CLASS 1	32
LEVEL P-0	VERTICAL MOUNTED BIKES	18
LEVEL 1	CLASS 1	108
		158
RETAIL & OFFICE		
LEVEL 1	CLASS 1	12
		12
		170

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MILL CREEK RESIDENTIAL
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SUITE 500
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SITE PLAN	09.23.2016
SITE PLAN	02.20.2018
SITE PLAN	07.10.2018
SITE PLAN	08.14.2018

PROFESSIONAL SEAL

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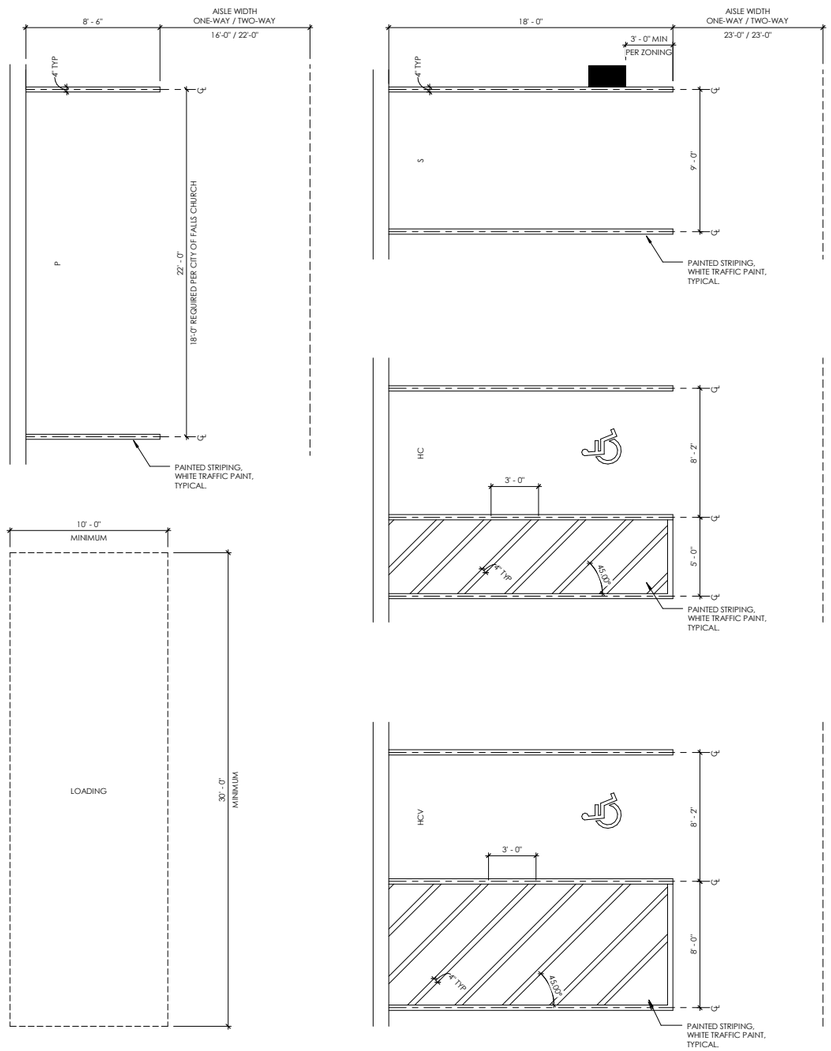
WDG PROJECT NO: WA16016

PARKING ALLOCATION

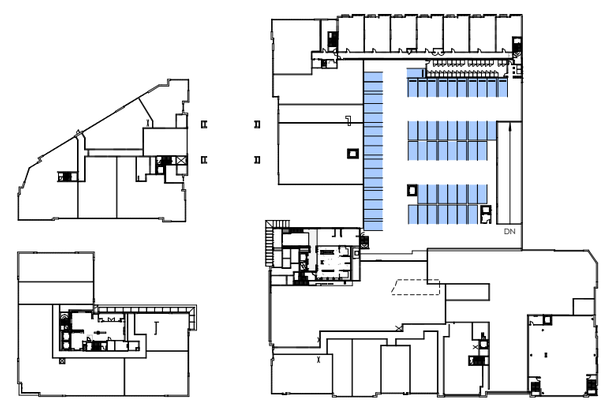
SCALE: As indicated

.A4-01

NOTE:
ALL PARKING SPACES TO BE FREE OF ANY OBSTRUCTIONS MIN 7' CLEAR ABOVE FINISHED FLOOR



2 PARKING AND LOADING LEGEND
SCALE: 1/4" = 1'-0"



1 LEVEL 1A PARKING
SCALE: 1" = 60'-0"

PARKING, LEVEL 1A

USE	SPACES
COMMERCIAL / THEATER	57
	57

GENERAL NOTES

CLEAR HEIGHTS & CEILINGS

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3. ALL PARKING SPACES TO BE FREE OF ANY OBSTRUCTIONS MIN 7' CLEAR ABOVE FINISHED FLOOR

GRAPHIC LEGEND

- COMMERCIAL / THEATER PARKING
- COMMERCIAL / THEATER PARKING EXCLUDED FROM "ZONED PARKING" METRICS
- OFFICE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL PARKING EXCLUDED FROM "ZONED PARKING" METRICS
- SURFACE PARKING
- BICYCLE PARKING - COMMERCIAL
- BICYCLE PARKING - RESIDENTIAL
- HCV ACCESS

PARKING METRICS

ZONED PARKING BY USE

LEVEL	SPACES
COMMERCIAL / THEATER	
LEVEL P-1	199
LEVEL P-0	174
LEVEL 1	48
LEVEL 1A	57
	478
OFFICE	
LEVEL P-0	16
	16
RESIDENTIAL	
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LEVEL P-1	112
LEVEL P-0	112
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SURFACE	
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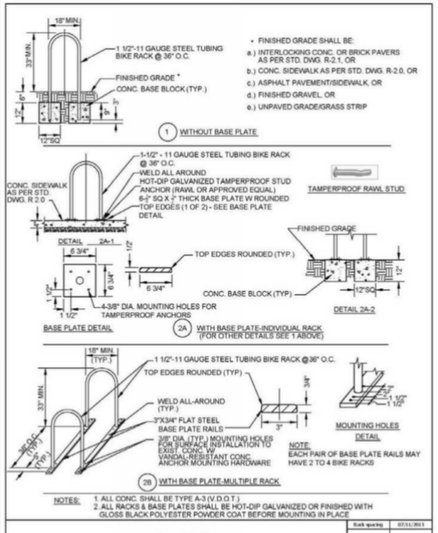
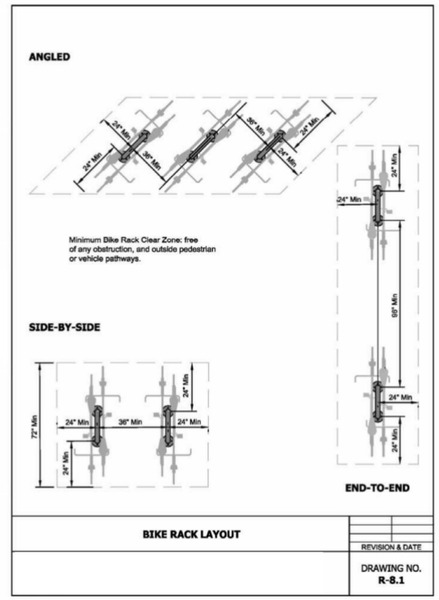
WDG PROJECT NO: WA16016

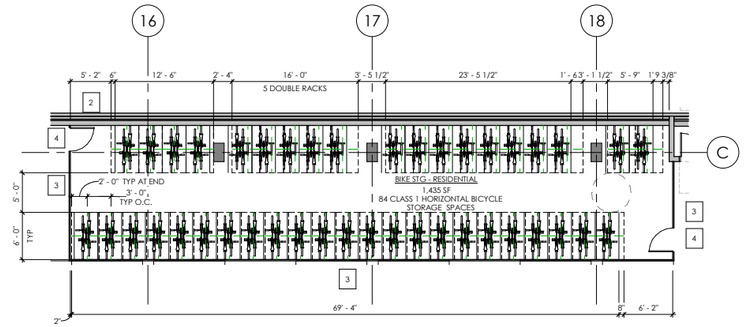
PARKING ALLOCATION

SCALE: As indicated

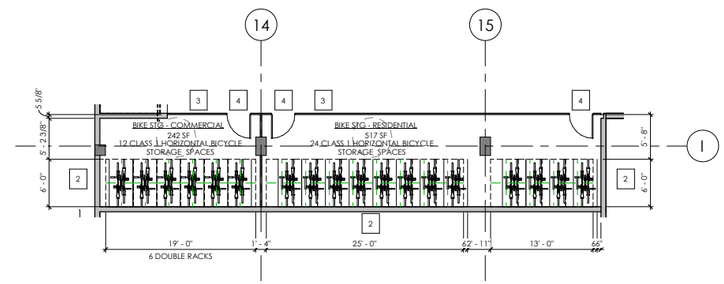
.A4-02



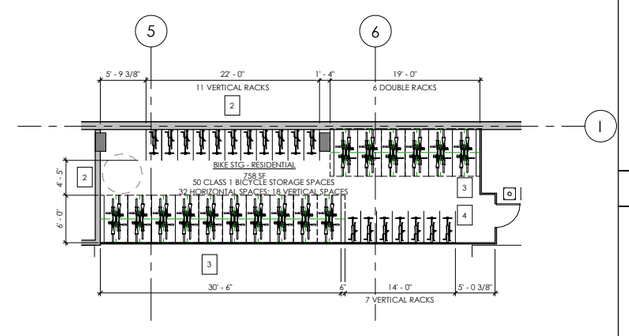




3 ENLARGED FLOOR PLAN - BIKE STORAGE - RESIDENTIAL - 01 LEVEL
SCALE: 1/8" = 1'-0"

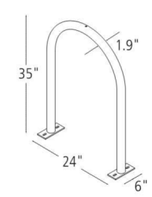


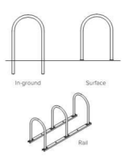
2 ENLARGED FLOOR PLAN - BIKE STORAGE - RESIDENTIAL AND COMMERCIAL - 01 LEVEL
SCALE: 1/8" = 1'-0"



1 ENLARGED FLOOR PLAN - BIKE STORAGE - RESIDENTIAL - P0 LEVEL
SCALE: 1/8" = 1'-0"

HOOP RACK
Submittal Sheet





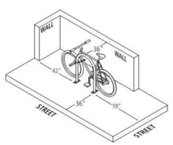
CAPACITY 2 Bikes

MATERIALS 1.5" schedule 40 pipe (1.9" OD)

FINISHES
- [ ] **Galvanized** An after fabrication hot dipped galvanized finish is our standard option.
- [ ] **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- [X] **Thermoplastic** In addition to an increased thickness (8-10mils), the thermoplastic finish covers a galvanized layer and offers superior impact resistance over powder coating.
- [ ] **PVC Dip** (plastisol) Other colors available by special order (minimum orders apply)
- [ ] **Stainless** Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS
- [ ] **In-ground** In ground mount is embedded into concrete base. Specify in ground mount for this option.
- [X] **Surface** Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.
- [ ] **Rail** Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3"x1.4"x3/16" thick galvanized mounting rails. Specify rail mount for this option.

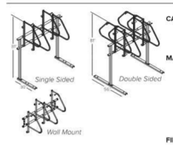
SETBACKS

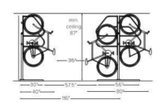


DERO

SINGLE RACKS

ULTRA SPACE SAVER
Submittal Sheet





CAPACITY Modular construction
1 Bike per arm

MATERIALS Hanger is 1" diameter tube with 1/2" steel rod and retaining disk at each end.
Upright is 2" square tube.
Feet are AISI C3 x 41 galvanized steel channel.
Crossbeams are 1.25" sched. 40 galvanized pipe (1.660" OD)
Spacers are 2.375" OD plastic tubes with .218" wall thickness.

FINISHES Black powder coat
Cross bars: hot dipped galvanized
Hanger rods: rubber coated
Spacers: plastic
- [X] **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied (exterior only) 3. Final thick TGIC polyester powder coat

MOUNT OPTIONS
- [X] **Floor Mount** Ultra Space Savers have steel channel feet (30" for single sided and 56" for double sided units) which must be anchored to the floor.
- [ ] **Wall Mount** A wall mounted unit which contains special brackets is also available.

WHEEL STOPS
- [X] Include optional wheelstops

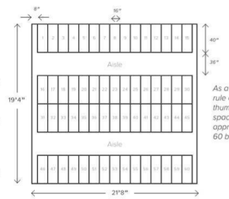
Estimating Your Bike Capacity

Estimating the maximum number of bikes you can park using an Ultra Space Saver in a typical rectangular space is usually fairly straight forward.

The Ultra Space Saver parks one bike every 16" with a typical bike extending out 40" from the wall. Leave a 36" aisle between rows. Add an 8" buffer on each end of a run to allow enough space for handlebars.

If you have a large space, you may be able to fit in double rows of Ultra Space Savers.

Let Us Help! As a free service, Dero will provide a complete CAD layout of your space. Just send us the dimensions of your room, being sure to note the location of doors, columns, etc. and let us maximize your bike storage capacity.



As a general rule of thumb, this space can fit approximately 60 bicycles.

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VERTICAL RACKS

GRAPHIC LEGEND

1	WOOD/METAL STUD WALL
2	CONCRETE/CMU WALL
3	CAGE WALL UP TO UNDER SIDE OF SLAB ABOVE
4	HOLLOW METAL DOOR WITH SECURED LOCK

CLASS I BIKE STORAGE

BICYCLE BY LEVEL

USE	BIKE DESCRIPTION	BIKES
LEVEL P-0		
RESIDENTIAL	CLASS 1	32
RESIDENTIAL	VERTICAL MOUNTED BIKES	18
		50
LEVEL 1		
RESIDENTIAL	CLASS 1	108
RETAIL & OFFICE	CLASS 1	12
		120
		170

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WDG PROJECT NO: WA16016

BICYCLE ALLOCATION

SCALE: As indicated

.A4-03