WELLS + ASSOCIATES

MEMORANDUM

TO: Gary Fuller
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: April 3, 2017

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 Applicant/owner proposes to amend the development in order to remove an approved hotel component with proposed active adult dwelling units. The current revised development plan contemplates redevelopment of the property with the following use mix:

- 62,478 gross square feet (GSF) of commercial (retail) uses
- 72 active adult dwelling units
- 322 apartment dwelling units
- 4,823 GSF of office uses
- 800-seat theater

The current development plan is provided on Figure 2. Based on information from the Applicant and as supported in this parking analysis, 1,015 parking spaces are proposed to support the redevelopment. As described in this document, the Applicant is seeking an overall seven (7) percent parking reduction from the City's Zoning Code requirements. The purpose of this memorandum is to present the results of a parking study in support of the parking reduction.

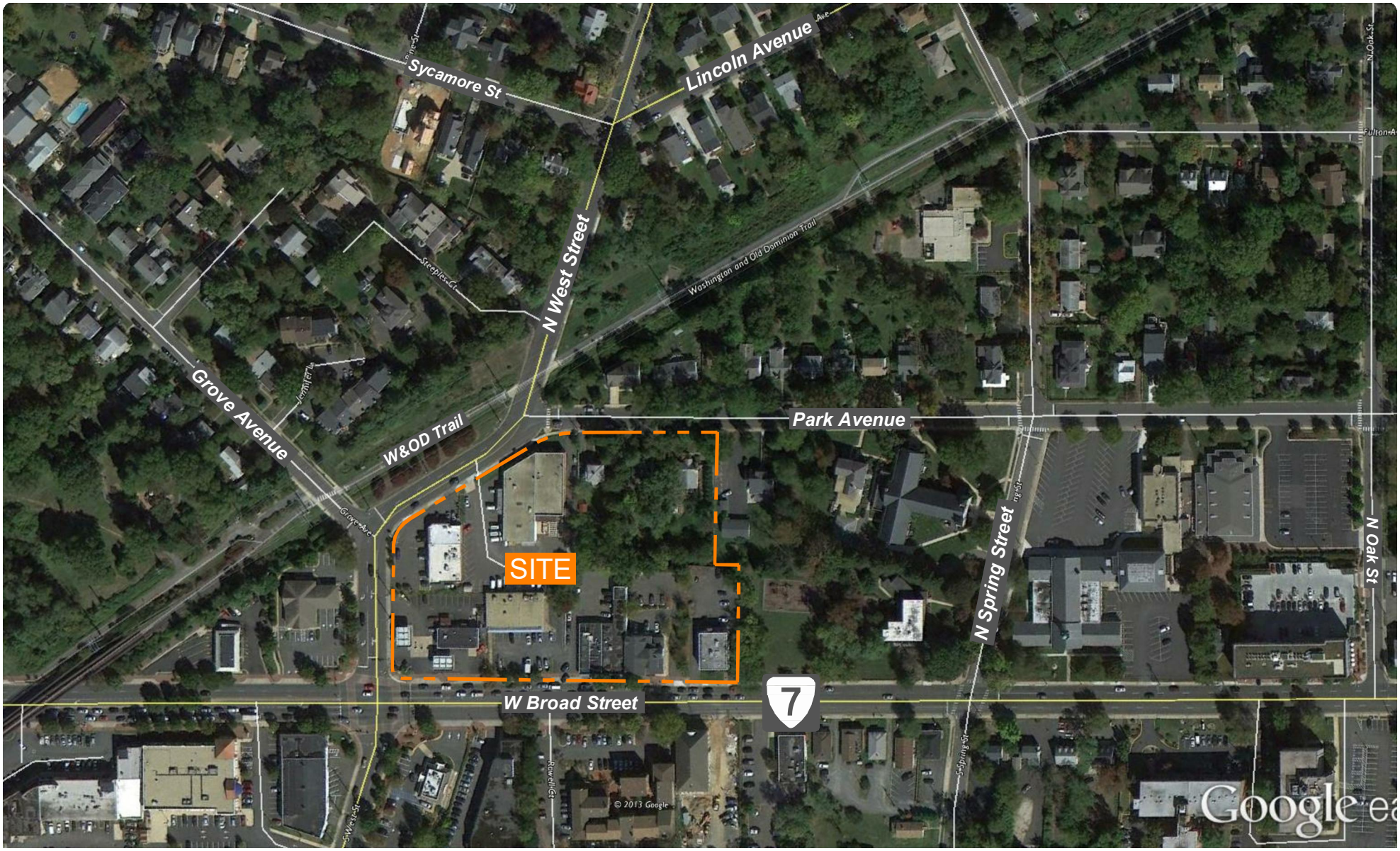

Figure 1
Site Location

North

Mason Row
City of Falls Church, Virginia

Wells + Associates, Inc.

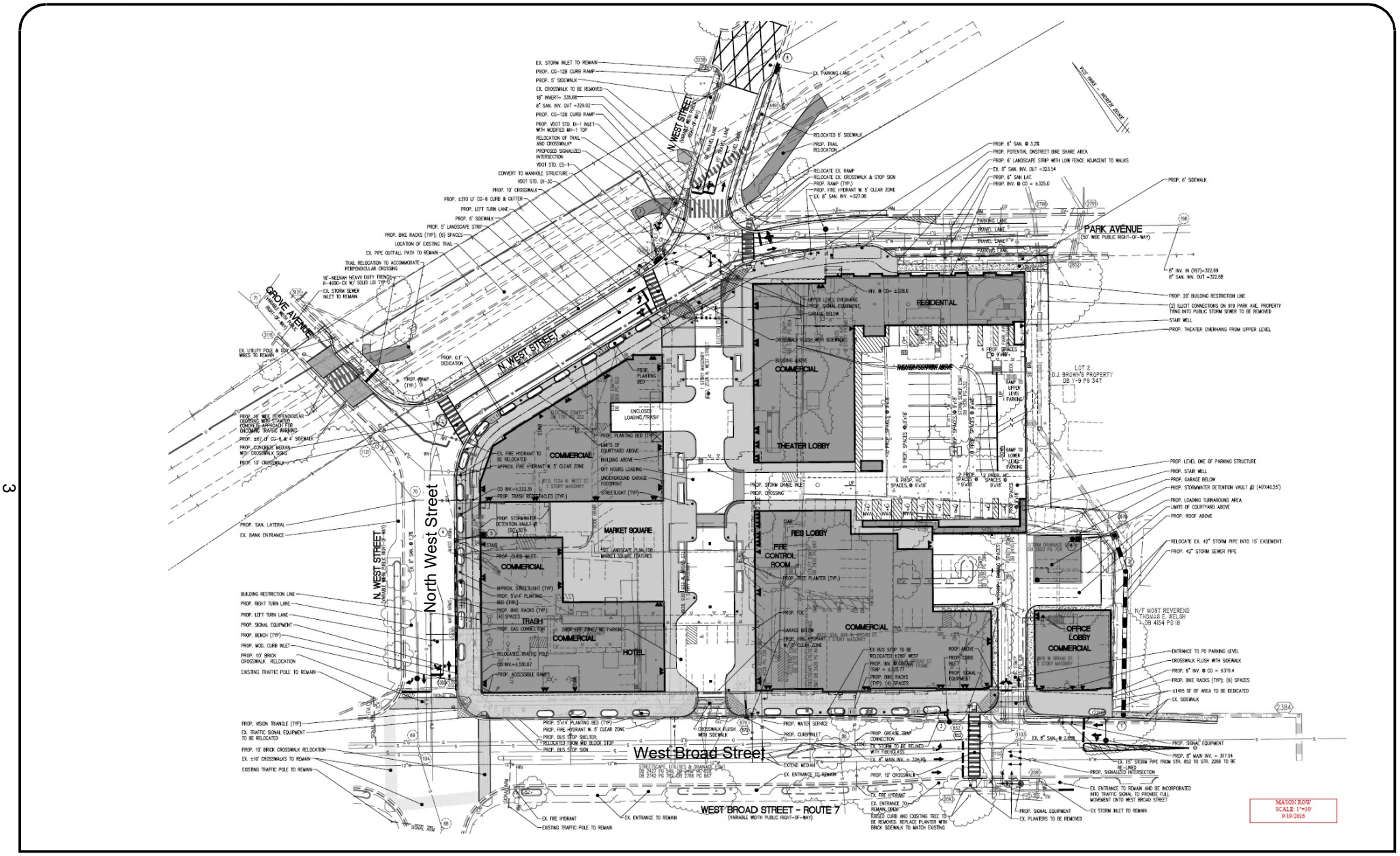

Figure 2
Site Plan Reduction

North

Mason Row
City of Falls Church, Virginia

Wells + Associates, Inc.

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., 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. The Applicant now proposes to amend the development plan in order to replace the hotel use with active adult residential units. Based on the submitted plan, the proposed development mix is described as follows:

<u>Residential</u>

- Multifamily Apartment
    - 10 – Efficiency (0 Bedroom) Units
    - 195 – 1 Bedroom Units
    - 117 – 2 Bedroom Units
- Active Adult (Age Restricted)
    - 34 – 1 Bedroom Units
    - 38 – 2 Bedroom Units

<u>Non-Residential</u>

- 62,478 GSF Retail/Restaurant space
- 800-seat Theater
- 4,823 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 approximately 1,015 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.). <u>The calculated parking provided herein is based on the updated Article 48, approved by City Council and adopted on February 23, 2016</u>. 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 664 parking spaces and the non-residential uses would require 420 parking spaces for a total of 1,084 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 7% from the number of parking spaces that would be required by a strict application of the City of Falls Church Zoning Ordinance. The proposed 1,015 parking spaces would be allocated to the site uses as per the following:

- Residential – 532 spaces (average rate of 1.35 spaces per unit)
- Non-residential (office, theater, retail) – 483 spaces
- TOTAL – 1,015 spaces

Table 1
Founders Row
Parking Summary

Land Use	Size	Unit	Falls Church Requirement Ordinance Text	Required Parking	Reduced Parking Demand Reduction	Percent Reduction	Effective Rate		Provided
Residential									
Residential Multifamily									
-Efficiency	10	DU	1.0 per efficiency unit	10					
-One Bedroom	195	DU	1.50 per one bedroom unit	293					
-Two Bedroom	117	DU	2 per two bedroom unit	234					
Age Restricted (Active Adult)									
-One Bedroom	34	DU	1.50 per one bedroom unit	51					
-Two Bedroom	38	DU	2 per two bedroom unit	76					
Total Residential	322	DU		664	(132)	19.9%	1.35	per unit	532
Non-Residential									
Office	4,823	GSF	1 per 450 sf of floor area	11					
Retail (Shopping Center)	62,478	GSF	1 per 300 sf of floor area	209					
Theater	800	Fixed Seats	1 per 4 fixed seats based on maximum seating capacity in main assembly	200					
Total Non-Residential				420	N/A				483
TOTAL PARKING SPACES				**1,084**	**(69)**	**7%**			**1,015**

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 532 parking spaces for the proposed 322 multifamily residential units and 72 age restricted adult residential units. This supply represents an average parking rate of 1.35 spaces per unit. Based on the City Code requirement (see Table 1), the average parking rate to meet Code is calculated at 1.69 spaces per unit. Therefore, the proposed residential parking supply represents a 19.9% 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 and three 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	10	3%			10	3%
One Bedroom	195	61%	34	47%	229	58%
Two Bedroom	117	36%	38	53%	155	39%
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 metrorail destined bus routes located along West Broad Street adjacent to the property. The metrobus (WMATA) 28A, 28X, and 3T bus routes operate on 20 to 30 minute headways during the weekday peak hours and serve the West Falls Church station as well as locations within Tysons Corner. The bus stop(s) for these lines are located along West Broad Street directly adjacent to the subject site.

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) for Mason Row, dated July 2015 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:

- Carsharing placement and services,
- Unbundling parking for residential and office space,
- Establish vehicle ownership limitations,
- Limit the supply of available parking.

Carsharing Placement and Services

Carsharing refers to a short-term automobile rental service available to the general public for a limited timeframe, typically only a few hours. Carsharing is an effective tool that can be used to reduce ownership of vehicles by eliminating the need for a private vehicle to complete non-work trips. The service also encourages office travelers to use alternatives to SOV's (like transit) because they can use carshare vehicles for mid-day trips rather than be forced to rely on their private vehicle.

Research by Martin, Shaheen, and Lidicker identified that carsharing services over the past 11 years has reduced the number of vehicles on the road by between 90,000 and 130,000. This equates to about a 9 to 13 vehicle reduction for every carshare space installed. A separate study conducted by the Transportation Research Board in 2005, concluded that carsharing vehicles are estimated to take 14.9 private cars off the road per space. Zip Car and Enterprise (private carshare providers) publicize this rate as a demonstration of the value of their services.

In support of car sharing, the applicant has committed to provide two (2) dedicated car share spaces within Founders Row. These spaces shall be provided at no cost to the service operator and shall be located in easily accessible areas within the site.

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 1.35 cars per unit. Of the 1.35 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

As stipulated in the Voluntary Concessions (VC's) approved in conjunction with the rezoning application, a shuttle service to either the East Falls Church and/or West Falls Church metrorail stations for employees and guests will be provided during business hours. Furthermore, the Applicant has indicated that the shuttle service will be made available to the residents of the site (both the multifamily and age restricted components). Therefore, residents of the multifamily use 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, 1,084 parking spaces would be required to accommodate the proposed site uses.

2. The applicant is requesting an overall parking reduction of up to 7% (a reduction of 69 parking spaces) in order to provide 1,015 parking spaces to serve the site uses.
    a. Parking associated with the site's residential component would be reduced by 19.9% (a reduction of 132 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 multiple bus routes 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 Management Plan (TMP) include the following:
    a. Carsharing placement and services
    b. Unbundling parking for residential use
    c. Establish vehicle parking space limits

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.

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)