

Part 7. Parking and Loading Standards

701. Intent

These Gateway District standards are intended to:

- A. Promote a “park once” environment that will enable people to conveniently park and access a variety of commercial, residential, and civic enterprises in pedestrian friendly environments by encouraging shared parking.
- B. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
- C. Avoid adverse parking impacts on neighborhoods adjacent to redevelopment areas.
- D. Maximize on-street parking.
- E. Provide flexibility for redevelopment of small sites and for the preservation of historic buildings.
- F. Increase visibility and accessibility of public parking.

702. Minimum Parking Requirements

- A. RESERVED PARKING: Reserved parking includes all parking that is not shared parking.
 - 1. COMMERCE/SHOP/CIVIC: There is no minimum requirement for RESERVED PARKING.
 - 2. RESIDENTIAL: A minimum of .75 parking space per residential unit shall be provided.
- B. Shared Parking:
 - 1. COMMERCE/Retail: There are no minimum shared parking requirements where the non-residential Gross Floor Area (GFA) is under 10,000 square feet. Sites over 10,000 square feet in non-residential GFA shall provide a minimum of 1.25 spaces per 1,000 square feet of non-residential GFA as shared parking.
 - 2. RESIDENTIAL: A minimum of .25 parking space per residential unit shall be provided as shared parking.
 - 3. Shared parking shall be designated by appropriate signage and markings (parking shall be clearly visible and accessible to the public) as determined by the Zoning Administrator.
- C. Achieving parking requirements:
 - 1. These parking requirements may be met either on-site or within a 600-foot walking distance of the development.
 - 2. Parking shall be located in compliance with the parking setback/regulations for the site on which it is located, as indicated on the REGULATING PLAN and/OR BUILDING ENVELOPE STANDARD.

D. Bicycle Parking:

1. Sites and/or projects over 10,000 square feet in land area have the following requirements:
2. For commerce, the developer must provide 1 employee bicycle parking rack (2- bike capacity) per 5,000 square feet of commercial floor area and 1 visitor/customer bicycle parking rack (2-bike capacity) per 10,000 square feet of commercial floor area. The employee and visitor racks may be co-located.
3. For residential, the developer must provide 1 tenant bicycle parking rack (2- bike capacity) per 10 units and 1 visitor bicycle parking rack (2-bike capacity) per 25 units. Projects under 10 units shall have no requirement.
4. Bicycle parking facilities shall be visible to intended users. The bicycle parking facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians, nor shall they encroach on any required fire egress.
5. On-street bicycle parking spaces (typically along the STREET TREE ALIGNMENT LINE) may be counted toward the minimum customer/visitor bicycle parking requirement.

E. Permissive parking and loading facilities:

1. Nothing in this regulation shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve existing use of land or buildings, in accordance with all regulations herein governing the location, design, and operation of such facilities.

704. Special Parking Standards

A. Joint Parking

Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles. This may be accomplished using COMMON DRIVES. Where such surface parking areas lie within 50 feet of one another, a mutual access easement acceptable to the Zoning Administrator shall be executed. Parking lot configurations existing (insert effective adoption date) are exempt from this requirement.

B. On-Street Parking

1. A parking space located on a public street may be included in the calculation of shared parking requirements if it is adjacent to the building site (where more than 50% of the space is fronting).
2. Each on-street parking space may only be counted once.

C. Off-Site Parking

1. Off-site parking must be located within a walking distance of 600-feet from the site it is serving.
2. The off-site parking must be the subject of a long-term lease approved as to form by the city attorney, or permanently dedicated for off-site parking use.

D. Tandem Parking

1. Tandem parking is only allowed for:
 - a. Single-family residential projects; and
 - b. Multifamily projects and the residential component of mixed-use projects.
2. Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 34 feet in length.
3. Up to 75 percent of the total required off-street parking spaces provided may incorporate tandem parking.
4. Tandem spaces shall be assigned to the same dwelling unit. Tandem parking shall not be used to provide guest parking.

705. Surface Parking Lot Plantings for New Development

- A. The edge of any surface parking lot adjacent to a STREET-SPACE shall be planted with canopy shade trees from the Tree Lists in *Part 5, Urban Space*, placed at an average distance not to exceed 30 feet on center and aligned parallel three to seven feet behind the RBL/STREET WALL.
- B. The edge of any surface parking lot adjacent to residential (detached) lots shall comply with *Part 4, Building Form Standards, D. Neighborhood Manners*.

706. Loading Facilities

- A. No loading facilities are required.
- B. Where loading facilities are provided, they shall be located to the rear and COMMON DRIVE side of buildings.