

**Parking: Framework Options**

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Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

**BACKGROUND:**

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations \_ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts \_ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research \_ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies \_ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions \_ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals \_ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input \_ provided at the October 15, 2020 ZOAC meeting
- Case studies \_ provided at the November 5, 2020 ZOAC meeting
- Discussion with City Departments \_ at the November 19 and December 3, 2020 meetings
- **Parking Regulations Proposal Framework Options \_ provided at the January 21, 2021 ZOAC meeting**

**PROJECT WEBPAGE:**

<http://bit.ly/CityOfDallasParking>

## RESEARCH AND STAFF ANALYSIS

### Scope and methodology

At the December 3, 2020 meeting, ZOAC gave direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to where it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

Following this direction and based on research adjusted to city of Dallas particularities, staff is proposing the following options for a general framework for parking regulations.

### General framework:

- Maintain quantitative parking requirements for all uses in single family residential districts and within non-residential districts in buffer areas immediately adjacent to single family residential districts.
- Eliminate quantitative parking requirements for areas outside single family residential district adjacency.
- Include exemptions from quantitative parking requirements for certain situations regardless of use and location.
- Encourage and incentivize special parking and proximity to transit.
- Simplify the quantitative parking requirements regardless of use and location.
- Introduce qualitative requirements for parking whenever parking is provided, regardless of use and location.
- Introduce new mechanisms to support the proposed framework.

Simply put:

*A schematic framework option would be:*

- *Quantitative requirements (parking ratios) for 2 distinct categories:*
  - *In an R, D, TH district and within a buffer radius around a R, D, TH district*
  - *Outside the buffer and in proximity of transit*
- *Qualitative requirements for all sites if parking is provided regardless of use or location.*
- *Additional tools*

## FRAMEWORK OPTIONS

### **Purpose**

The standards are designed to encourage and accommodate a multi modal transportation system and support transportation mode alternatives to the single occupant automobile. The intent is to provide for a safe and efficient transportation system delivering a high degree of personal mobility; to reduce traffic congestion and improve air quality; and to reasonably accommodate the parking needs of development, balanced by the needs of pedestrians, bicyclists, and transit users, and by the preservation of community character. The standards intend to incorporate the full range of parking, transportation, and demand management strategies to improve not only access, but to also enhance and promote walkable urban environments.

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## Applicability

The regulations of this section apply to all parking areas regardless of location, whether required by this code or put in for the convenience of property owners or users.

### Required off-street parking

- Minimum parking requirements for uses located in or within a 330-foot buffer around an R, D, and TH zoning district must be provided according to the tables.
  - o *Rationale: the buffer distance is based on the residential adjacency defined in the code (that triggers the residential adjacency review RAR and development impact review DIR), and it is a typical residential block width.*  
*Other cities: 250 feet*

For all other uses, no minimum parking spaces are required.

### Measurement of the 330-foot distance

- From residential district property line, measured as a buffer.
- If X percent of building is within the buffer the parking requirement is triggered.
- Distance stops at highways and public right-of-way minimum 60 feet.
  - o *Rationale: 60-foot right-of-way is a minimum for a thoroughfare included in the thoroughfare plan)*
- Does not apply to properties that are used as utilities, waterways, railroad right-of-way, or other nonresidential public use.

### Exceptions (options to be considered)

- Properties designated as historic and cultural landmark by the Landmark Preservation Officer or the Landmark Commission, or highly significant endangered, or listed on the National Register of Historic Places are not subject to the required off-street parking requirements set forth in this section.
- Potential: buildings built prior to a certain date may not be subject to the required off-street parking requirements set forth in this section.
- Potential: No parking is required for the first X square feet of each business establishment.
  - o *Rationale: other areas in the city, Deep Ellum: 2,500 square feet or 5,000 square feet*  
*Other cities: 1,000 square feet, 1,500 square feet. 5,000 square feet or 15,000 square feet grocery store if mixed use*

### Proximity to transit

- Properties located within 1/2 -mile distance from rail, transit or transfer station must provide x percent of the required parking per table if parking is required.
- Properties located within 1/3-mile distance from core-frequent bus routes/ routes with frequency every 30 minutes must provide x percent of the required parking per table if parking is required.
- Properties located within 1/4-mile distance from streetcar, bus routes must provide x percent of the required parking per table if parking is required.

- *Rationale: distances: 10-minute walk at normal pace is approximately 1/2 mile; a 13-15-minute walk at normal pace is approximately 3/4 mile; the 1/2mile distance is usually used for transit system design*
  - Other areas in the city: rail 1,200 feet, 1,320 feet, 1,500 feet, 2,640 feet, bus or trolley: 500 feet, 600 feet*
  - Other cities: rail/transit station 1,500 feet, 1/2 mile and 1/4 for bus)*
- This may be based on a map of transit service areas based on proximity to a transit station or stop served by a transit route.

### **Quantitative requirements where applicable**

The intent is to simplify and include ratios per use category, rather than for each use, but detail certain uses where necessary. A table with parking ratios will be included. The use categories per code are: Agricultural uses, Commercial and Business Service uses, Industrial uses, Institutional and Community Service uses, Lodging uses, Miscellaneous uses, Office uses, Residential uses, Retail and Personal Service uses, Transportation uses, Utility and Public Service uses, Wholesale, Distribution and Storage uses, Accessory uses.

*Other cities: broad array of approaches based on desired outcomes and specificity of each city, but an observed overall trend is to significantly simplify and reduce ratios. Cities usually have ratios per districts, have both minimums and maximums, or overall or for specific areas.*

- When allowable by Specific Use Permit or subject to Development Impact Review all uses are not subject to the required off-street parking requirements set forth in this section but shall use the table as guide in considering provided parking. The SUP and DIR process will regulate the site accessibility case by case, based on specified criteria.
- In the case of a use not shown in the Table the requirements for off-street parking will be determined on the requirements for the most comparable use.
- If parking is provided above the required ratio, additional standards will apply (see Parking Design Standards).

### **Specific Use Permit (SUP) and Development Impact Review (DIR)**

Where a use is allowed by SUP / DIR, the following factors will be considered in determining the adequate site accessibility and off-street parking:

- Accessibility of the site to prioritize alternative modes of transportation and shared parking, and discourage single-occupancy trips, traffic increase, and parking exceeding demand and site and location particularities.
- Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle, and vehicle conflicts as much as possible.
- Documentation regarding the actual parking demand for the proposed use.
- The impact of the proposed use on the parking and roadway facilities in the surrounding area.
- Whether the proposed use is located near a parking area that is available to the customers, occupants, employees, and guests of the proposed use.
- The availability of alternative forms of transportation and actions being taken by the applicant to enhance or promote those alternatives.

## Parking Management tools

### Transportation plan / checklist

- For all sites, except for one- and two-family dwellings, a plan/checklist showing site accessibility options be provided. If parking is provided, a site plan will be provided showing the location and arrangement of spaces, accompanied by sufficient proof of ownership, lease or other arrangement as will show that the spaces contemplated will be permanent.
- The Transportation Plan is a comprehensive assessment of how people move to and from a site or open area and can establish strategies that increase transportation efficiency to alternate modes, such as walking, cycling, public transit, etc.
- The TP requires developments to incorporate design features, incentives, and tools to encourage new residents, tenants, employees, and visitors to travel by sustainable transportation modes, such as transit, walking, ride-sharing, and biking, thereby reducing Vehicle Miles Traveled associated.
- For certain, clearly defined, complex projects, a TP must be provided.
- For any use, a transportation checklist must be filled in prior to obtaining a certificate of occupancy.

*The Transportation Plan tool needs to be assessed against the existing tools that can be upgraded to meet the same intent as the Development Impact Review process.*

### Transportation (or Parking) Management Districts

- The establishment or amendment of a -PM overlay is a change in zoning district classification and must follow the procedures set out in the code, subject to City Council approval.
- Approval based on a Site Plan to identify the area and general accessibility plan for all parcels.
- May include a Parking Benefit District.
- The creation of an entity responsible for managing the required parking within the proposed overlay, limited to the board of a public improvement district (PID), tax increment financing reinvestment zone (TIF), or parking authority, the city, or other governmental entity established under Texas law.
- For purposes of meeting parking standards, the entire area within the -PM overlay shall be considered one lot.

### Parking Priority Areas / Critical Parking Area / Parking Meter Zones

- Similar with an overlay process.
- Based on a study of the area to assess the efficiency, safety and regulation of the traffic upon the public streets.
- Recommendation may be based on considerations: character of the neighborhood; off-street parking regulation and analysis; amount and type of off-street parking; and relative vehicle turnover.

## Parking regulations

*Rationale: Simplify process and encourage mixed-use, shared parking, and walkability.*

### Remote Parking

- Increase distance allowed to be located within a walking distance of X feet from the use served by the remote parking unless an extension of walking distance is approved.
  - o *Rationale: currently code allows 300 feet, 600 feet, beyond 600 with license.*

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*PDs: 1,000 feet and 1,500 feet; 500 feet and 1,000 feet.  
Other cities: 500 feet, 600 feet, 1,000 feet*

### **Shared Parking**

*To be determined after testing options.*

### **Drop-off / Pick-up Spaces / Passenger Loading Zones**

- One of the following may required for all uses regardless of location: carpool/vanpool parking and/or rideshare / car-sharing parking and/or passenger loading areas.
- ADA parking spaces required for all nonresidential uses, regardless of location.

### **Parking reduction options**

*To be determined after testing options.*

### **Loading requirements**

- X space/spaces required for multifamily over X dwelling units.
- For all other uses, small or large spaces per building size, up to 2 loading spaces.
- Allow flexibility to be used as parking in certain situations.

### **Parking design standards**

In an effort, to align the parking amendment with our city-wide plans, we are proposing to use the Complete Streets Vision Map as the framework. By using the Complete Streets classifications, the parking requirements and design standards are targeted to the needs of the area, district, and zones within the City in lieu of a “one size fits all” approach, including the protection of our most environmentally vulnerable areas.

The Complete Streets typology or classifications are: **Mixed-Use Streets, Commercial Streets, Community Residential (Collector) Streets, Local (Minor) Streets, Parkways, and Industrial Streets.** In order, to cover all areas of the City, we will include the parking requirements for the service roads of highways.

The site design standards focus on the urban design concepts that connect individual parking lots and parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open spaces and plazas and other buildings and will require pedestrian access among properties, including parking structures and facilities to integrate neighborhoods.

**Goal:** Ensure that sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene, and that does not provide a sea of concrete that detracts from the visual identity and attractive street scene, or substantially contribute to environmental run-off and the heat island effect.

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*The following are general options to be considered and reduced once the framework for the parking regulations is established. The following options are still under discussion with different departments, to verify consistency with other city codes. The parking design standard options will be presented and discussed more in-depth in a future meeting.*

### **Sidewalks and Building/Structures Placement depending on the street type**

- Sidewalk widths per Complete Streets/Thoroughfare Plan (Paving Materials - pedestrian pathways, parking areas).
- General Building/Parking Structures Placement – Continuous building facades with no parking permitted between street facing façade and sidewalk for Mixed-Use Streets and some Commercial Streets.
- Pedestrian/Bike/Auto Connections (Required for parking areas and structures, including to trails/natural areas).

### **Location of Off-Street Parking depending on the street type**

- No parking between street lot line and principal building for Mixed-Use Streets and teaser parking only for Mixed-Use Streets and Commercial Streets where appropriate
- Podium parking or parking garage for buildings six stories or higher
- Parking in rear of building or side, where appropriate
- Teaser parking: One row of parking separated and on either side of a drive aisle with conditions, where appropriate
- Drive-through aisles for fast food or similar drive-through and drive-in uses shall be placed to the rear of the building
- Exceptions:
  - Small sites (x sf or less).
  - Small interior lots (less than X feet in width).
  - Redevelopment or development of restaurant pads, service station, school (public or private), or church.
  - Repurposing of landmark building or historic building.

**Alternative Equivalent Compliance depending on the street type.** If the applicant applies for a modification of this building placement standard through the alternative equivalent compliance procedure because there will not be enough building frontage to meet the net frontage length requirement.

### **Automobile Access and Parking depending on the street type**

Automobile circulation should be efficient, and conflicts with pedestrians be minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.

- Curb cuts (limited by number, dimensions and any additional - no more than 1 or 2 per street/street frontage, no additional for pedestrian zones).
- Alley Access (required if the lot abuts an improved alley – if no alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut).

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**Intersection Zone depending on the street type**

In order, to foster a sense of place or arrival, at a particular node, consistent paving materials, landscaping, signage, and lighting are encouraged for properties located on non-residential, shopping corridors or development corner lots of mixed-use streets of major intersections at all four corners of an intersection

- Shared Parking (off-street parking requirements may be shared between developments on all four corners of major intersections – up to X%).
- Special paving (pedestrian pathways and crosswalks shall be consistent at all four corners of major intersections of non-residential shopping corridors or development on all four corners – including pervious as approved by PW).
- Landscaping at Four Corners (landscaping for parking lots between the street lot line and the principal building of corner lots on all four corners of signalized major intersections with non-residential shopping corridors or development shall be consistent in order to establish a sense of place or arrival).
- Bike lane diverters (required at all major intersections where bike lanes exist or are proposed in accordance with the Bike Master Plan).
- Enhanced Bicycle Parking Facilities. Enhanced bicycle facilities are required for sites located on streets located on the Transit Overlay Map of Chapter 2 of the Complete Streets Manual.
- Amenity Furnishings (Mixed-Use Streets and Special Areas/Districts).

**Surface Parking Lots depending on the street type**

Automobile parking in new developments must be balanced with the requirements of active environments. Large expanses of surface parking lots have a negative impact on street activity and the pedestrian experience.

- Location (discussed above).
- Impervious Cover (limit percentage of impervious coverage of parking areas).
- Innovative Water Management (example: require storm water run-off to be diverted to irrigate landscaping).
- Lighting (example: A surface parking lot that collects revenue on the premises for after dark use, including attended, self-park, and coin activated gated lots, must be lighted after dark until 2 a.m., or until no customer vehicles remain on the parking lot, whichever is earlier).
- Pedestrian Access (pedestrian paths/sidewalks required).
- Shared parking (shared parking with loading spaces and food/people delivery and pick-up).
- Distance Separation (minimum distance between parking lots of X feet).

**Structured Parking/Parking Garage Design Standards depending on the street type**

Standards may include: block face, black walls, interior ceiling height, scale, height, landmark buildings, garage doors, pedestrian access required, lighting.

**Environmentally Sensitive Areas depending at street type**

In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the most vulnerable areas should be protected. Standards may include the Green Factor and Innovative Water Management.



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### **Options for Incentives depending on the street type**

#### **Public Benefit Priorities**

Multifamily and/or other uses with some of these to be determined in exchange for reductions. Potential elements may be included: mixed income housing, public open spaces, improvement for pedestrian circulation, improvements for transit facilities, green stormwater infrastructure beyond applicable requirements, elements that further the Complete Streets Context.

#### **Bonus for Amenities**

- Public open space amenities, including plazas, parcel parks, public atria, green street improvements and green street setbacks
- Connections to pedestrian bridges or other public amenities as shown on plans, such as Trinity Corridor, Complete Streets, and forwardDallas!

#### **Deductions and Exemptions**

If square footage in parking garage devoted to certain uses, they may not be counted against FAR.

#### **Disincentives for overparking depending on the street type**

If additional projects do not provide open space to offset the additional surplus parking with large expanses of impervious surfaces, the result will be a decrease in open space, and the result will be a greater heat island effect, and an increase in storm water run-off, leading to an increase in flooding and adversely affecting the public health, safety, and welfare.

*(Can be for certain land uses like office and/or Districts/Areas per forwardDallas or other plans or by square footage or for a certain number of parking spaces over the minimum)*

Structured Parking (may require beyond a certain percentage or number of parking spaces over the new minimum required)

## APPENDIX

### CURRENT PARKING RATIOS PER CODE

USE	Allowable	Chapter 51A	Chapter 51
<b>4.201 AGRICULTURAL USES</b>			
Animal Production	<i>in A(A) SUP: in non-r</i>	2 spaces	<b>Farm or ranch:</b> min 2ps <b>Animal pound:</b> 1/500sf <b>Zoo:</b> 1/600sf <b>Hatchery and breeding operations:</b> 1/600sf <b>Slaughterhouse:</b> 1/1,000sf outdoors; 1/500sf or min 5 indoors
Commercial Stable	A(A)	1 per 2 stalls	1 per 2 stalls
Crop production	<i>everywhere</i>	none urban garden: 1/200sf of sales	
Private stable	<i>in all res when located on a min 1-acre lot; otherwise by SUP in all res</i>	none	
<b>4.202 COMMERCIAL AND BUSINESS SERVICE USES</b>			
Building repair and maintenance shop	<i>CR, RR, CS, ind, with RAR; and CA</i>	1/300sf	
Bus or rail transit vehicle maintenance or storage facility	<i>RAR ind; and CA, min 500ft from res distr CS w RAR; otherwise SUP in CS</i>	1/500sf	
Catering service	<i>CR, RR, CS, ind, CA, MU, MC, U Lmtd: LO, MO, GO</i>	1/200sf	1/200sf
Commercial cleaning or laundry plant	<i>RAR in CS and ind; and in C</i>	1/300sf	<b>Custom:</b> 1/200sf <b>Commercial:</b> 1/300sf
Custom business services	<i>CR, RR, CS, ind, CA, MU, MC, U</i>	1/300sf	
Custom woodworking, furniture construction or repair	<i>CS, ind, CA</i>	1/500sf	
Electronics service center	<i>CR, RR, CS, ind, CA, MU, MC, U Lmtd: MO, GO</i>	1/300sf	
Job or lithographic printing	<i>RAR: CS, ind; and CA, U</i>	1/600sf	
Labor Hall	<i>ind if 1,000' from res, 500' school otherwise SUP in ind, RR, CS, LI, CA, MU, MC</i>	1/500sf	1/500sf

<b>Machine or welding shop</b>	<i>RAR in CS and ind</i>	1/500sf	1/500sf
<b>Machinery, heavy equipment, or truck sales and services</b>	<i>RAR in CS, ind, RR</i>	1/1,000sf (sales)	1/300sf floor area or 1/1,000 of site whichever is greater
<b>Medical or scientific laboratory</b>	<i>MO, GO, CS, ind, CA, MU-2 -3, MC-3 -4; SUP: LO, CR, RR, MU-1, MC-1 -2</i>	1/300sf	1/300sf
<b>Technical school</b>	<i>CS, ind, CA</i>	1/25sf (classroom)	0.3/ fixed seat; 0.3/7sf classroom
<b>Tool or equipment rental</b>	<i>CR, RR, CS, ind, CA, MU-2 -3, MC-3 -4</i>	1/200sf	1/200sf if outside display: +1/1,000sf side area
<b>Vehicle or engine repair or maintenance</b>	<i>RAR: RR, CS, IM ind DIR: CA</i>	1/500sf (not less than 5)	
<b>4.203 INDUSTRIAL USES</b>			
<b>Alcoholic beverage manufacturing</b>	<i>RAR: ind SUP: CA</i>	1/600sft; 1/100sf per storage; 1/100 sft per retail sales and seating	
<b>Industrial (inside)</b>	<i>RAR: ind SUP: IM</i>	1/600sf	1/500sf
<b>Industrial (inside) potentially incompatible</b>		1/500sf	
<b>Industrial (inside) for light manufacturing</b>	<i>CS, ind</i>	1/600sf	
<b>Industrial (outside)</b>		1/600sf + 1/600sf (outside mf area)	permanent concrete or asphalt batching or recycling plant: 5ps U-cart concrete: 1/500sf
<b>Industrial (outside) not potentially incompatible</b>	<i>RAR: IM SUP: IR</i>	1/600sf + 1/600sf (outside mf area)	<b>Outside storage:</b> 1/2,000sf, min 1
<b>Industrial (outside) potentially incompatible</b>	<i>SUP: IM</i>	1/500sf	
<b>Medical/infectious waste incinerator</b>	<i>SUP: IR, IM</i>	1/1,000sf	
<b>Metal salvage facility</b>	<i>SUP: IM</i>	min. 5 spaces or by SUP	<b>Metal processing:</b> 1/500sf; min 5
<b>Mining</b>	<i>SUP: A, IM</i>	none	none
<b>Gas drilling and production</b>	<i>SUP in all distr</i>	none	none
<b>Gas pipeline compressor station</b>	<i>SUP: IM</i>	5 spaces	
<b>Municipal waste incinerator</b>	<i>SUP: IM, IR</i>	1/1,000sf	
<b>Organic compost Recycling facility</b>	<i>RAR: IM SUP: A, IR</i>	1/500sf	
<b>Outside salvage or reclamation</b>	<i>SUP: IM</i>	min. 5 spaces or by SUP	1/500sf; min 5ps
<b>Pathological waste incinerator</b>	<i>SUP: IR, IM</i>	1/1,000sf	
<b>Temporary concrete or asphalt batching plant</b>	<i>by BO</i>	min. 2 spaces-See Ch.51A	

<b>4.204 INSTITUTIONAL &amp; COMMUNITY SERVICES USES</b>			
<b>Adult day care facility</b>	<i>RR, CR, CS, CA, MU, MC, U</i> <i>Lmt: MF-3, MF-4, O</i> <i>SUP: res distr</i>	1/500sf	1/500sf
<b>Cemetery or mausoleum</b>	<i>SUP: in all res and non-r; except P and U</i>	2 spaces	2 spaces
<b>Childcare facility</b>	<i>CR, RR, CS, ind, CA, MU, MC, U</i> <i>Lmt: MF-3, MF-4, O</i> <i>SUP: res</i>	1/500sf or by SUP	1/500sf
<b>Church</b>	<i>SUP: in all res and non-r; except P</i>	1/333sf if <5,000sf and in a mall 1/4 seats or 1/18" of fixed bench or 1/28" of bench	1/4 seats or 1/18" of fixed bench or 1/28" of bench
<b>College, university or seminary</b>	<i>A, LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, U</i> <i>SUP: R, D, TH, Ch, MF, NO, NS</i>	1/25sf (classroom)	0.4/fixed seat; 0.4/7sf of seating area
<b>Community service center</b>	<i>RR, IR, CA-2, SUP: res, Os, NS, CR, CS, LI, CA-1, MU, MC, U</i>	1/200sf	1/200sf
<b>Convalescent and nursing homes, hospice care, and related institutions</b>	<i>MF, CA, MU, U</i> <i>SUP: A, TH, CH, RAR: MF, MU</i>	0.3 per each bed	0.3 per each bed
<b>Convent or monastery</b>	<i>A, MF, O, retail, CS, CA, MU, MC, U</i> <i>SUP: R, D, TH, CH</i>	1 per each 3 residents; a min of 2 spaces req.	1 per each 3 residents; a min of 2 spaces req. <b>Rectory:</b> same as per DU in the zoning district
<b>Foster Home</b>	<i>CH, MF, CA-2, MU, SUP: A, R, D, TH, MH, CA-1</i>	2 spaces	2 spaces
<b>Halfway house</b>	<i>SUP: LI, RR, CS, MU-2, MU-3, CA</i>	determined by the SUP- see Chapter 51	by SUP
<b>Hospital</b>	<i>GO, RR&lt; CS, LI, IR, CA, MU-3, SUP: A, MO, CR, IM, MU-1, MU-2, MC, U</i> <i>RAR: GO, RR, CS, LI, IR, MU-3</i>	1 per each patient bed	1 per each patient bed
<b>Library, art gallery or museum</b>	<i>O, retail, CA, MU, MC, U</i> <i>SUP: res</i>	Library 1/500sf; Art gallery or museum 1/600 sqt	1/500sf <b>Wax museum:</b> 1/100sf

Public or private school	A, O, retail, CS, CA, MU, MC, U SUP: R, D, TH, CH, MF, MH, ind RAR: A, O, retail, CS, MU, MC, U open enrollement charter: SUP: res, O, retails, CS, ind, CA, MU, MC, U	1.5/kinder/elem. classroom; 3.5/junior high/middle classroom; 9.5/senior high classroom or by SUP	
<b>4.205 LODGING USES</b>			
Hotel or motel	RAR: MO, GO, RR, CS, LI, IR, IM, CA, MU-1 -2 -3, MC SUP: CR SUP: if less 60 rooms	1 per each unit (1-250); 0.75 per each unit (251-500) ; 0.5 per all units above 500; 1/200sf of meeting rooms	1 per each unit (1-250) ; 0.75 per each unit (251-500) ; 0.5 per all units above 500
Extended stay hotel or motel	SUP: MO, GO, RR, CS, ind, CA, MU, MC	1/each unit (1-250); 0.75/each unit (251-500) ; 0.5/all units above 500; + 1/200sf of area other than guest rooms	1/each unit (1-250); 0.75/each unit (251-500) ; 0.5/all units above 500; + 1/200sf of area other than guest rooms
Lodging or boarding house	MF-2 -3 -4, RR, CS, LI, IR, CA, SUP: CR, IM	1/each guest room	1/each guest room
Overnight general-purpose shelter	under 20 guests: SUP: LO, MO, GO, CR, RR< CS, LI, IR, CA, MU-2 -3, MC over 20 guests: SUP: GO, CS, LI, IR	0.0025/bed + 1/200sf of office or program service area	0.0025/bed + 1/200sf of office or program service area; min 4
<b>4.206 MISCELLANEOUS USES</b>			
Attached non-premise sign	express authorization SUP: O, retail, CS, ind, CA, MU, MC	none	
Carnival or circus (temporary)	by BO	25 spaces per acre	none <b>Rodeo:</b> 1/3seats <b>Fairgrounds:</b> 25/acre
Detached non-premise sign		none	
Hazardous waste management facility	IR, IM	1/1,000sf	
Placement of fill material	SUP in all distr	none	
Temporary construction/sales office	in all, except P	none	none
<b>4.207 OFFICE USE</b>			
Alternative financial establishment	SUP: non res except NO, NS, MU-1, UC-1, P	1/333sf	
Financial institution without drive-in window	in all non-r, except P	1/333sf	1/333sf

<b>Financial institution with drive-in window</b>	<i>MO, GO, CR, RR, CS, ind, CA, MU, MC SUP: LO DIR: MO, GO, CR, RR, MU, CA, MC RAR: CS, ind</i>	1/333sf	
<b>Medical clinic or ambulatory surgical center</b>	<i>in all non-r, except P</i>	1/200sf	1/200sf same for optical shop, medical appliance fitting sales
<b>Office</b>	<i>in all non-r, except P</i>	1/333sf	1/333sf
<b>4.208 RECREATION USES</b>			
<b>Country club with private membership</b>	<i>CH, MF, MH, non-r except P, U SUP: A, R, D, TH RAR: CH, MF, MH</i>	By SUP (or) 3/each game court; 1/additional 150sf & 5/golf court green	1/150sf +5/golf course green
<b>Private recreation center, club, or area</b>	<i>GO, CR, RR&lt; CS, ind, CA, MU, MC, U-2 -3 SUP: res except MH, NO, LO, MO, NS</i>	By SUP (or) 3/each game court & 1/additional 150sf	1/100sf
<b>Public park, playground, or golf course</b>	<i>in all, except P DIR: U</i>	none	none golf course: 5/each green
<b>4.209 RESIDENTIAL USES</b>			
<b>College dormitory, fraternity, or sorority house</b>	<i>A, MH, LO, MO, GO, CR, RR, CS, CA, MU, MC SUP: NO, NS, U</i>	1/each sleeping room	1/2beds + 1/100sf exclusive of sleeping area college dormitory: 1/2 beds
<b>Duplex</b>	<i>D, TH, CH, MF-1 -2, CA, MU Lmtd: GO</i>	2/dwelling unit	
<b>Group residential facility</b>	<i>min 1,000ft from another: CH, MF, CA, MU otherwise SUP in those distr</i>	0.25/bed + 1/200sf (office area); min 4 spaces or by SUP	
<b>Handicapped group dwelling unit</b>	<i>min 1,000ft from another: A, R, D, TH, CH, MF-1 -2, MH, GO, CA, MU-1 otherwise SUP in those distr GO: 5% of floor area</i>	1/DU in R-7.5, R-5, TH 2/DU by SUP	
<b>Manufactured home park, manufactured home subdivision, or campground</b>	<i>MH</i>	1.5/each transient stand (mf home park or campground); 1.5/lot (mf subdivision)	
<b>Multifamily</b>	<i>CH, MF, CA, MU, U Lmtd: GO</i>	1/bedroom min 1space per du	
<b>Residential Hotel</b>	<i>1-mile distance from another: MF-2 -3 -4, CA, MU</i>	0.5/guest room	
<b>Retirement housing</b>	<i>CH, MF, CA, MU SUP: TH, U</i>	1/dwelling unit or suite	

Single Family	A, R, D, TH, CH, MF-1 - 2, MU-1 GO lmtd	1 space (R-7.5A; R-5A & TH); 2 spaces (all other districts)	
<b>4.210 RETAIL &amp; PERSONAL SERVICE USES</b>			
Ambulance service	RAR: CR, RR, CS, CA, MC-3 -4	1/300sf + 1/500sf (site area)	1/300sf + 1/500sf (site area)
Animal Shelter or clinic	A, CR, RR, CS, LI, IR, IM, MU, MC, U RAR: CR, RR, CS, MU, MC with outside runs: CS, LI, IR, IM; 1,000' from res; otherwise SUP in the same SUP: A, RR	1/300 sf	1/300 sf (and veterinarian office, w/ and w/out outside runs, kennel)
Auto Service Center	RAR: CR, RR, CS, ind, CA, MU, MC	1/500sf (min of 4)	inside: 1/200sf; min 4 outside: 1/500sf
Alcoholic Beverage Establishment			
Bar, lounge, or tavern and private club-bar	SUP: GO, CR, RR, CS, ind, CA, MU, MC, MF-4, LO, MO, UC-2 -3	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc use.	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc. use. <b>Private club:</b> 1/guest room + 1/100sf; min 10 spaces
microbrewery, micro-distillery, or winery	RAR: ind SUP: CR, RR, CS, CA, MU, U, WMU	except otherwise provided, 1/600sf; 1/1000 sf for storage; 1/100 sf for retail sale and seating	
Business school	LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, UC-2 -3 SUP: NO	1/25sf (classroom)	0.3/fixd seat; 0.3/7sf classroom
Car wash	CR, RR, CS, ind, MU, MC-2 -3 -4 DIR: CR RAR: RR, CS, ind, MU, MC-2 -3-4	for single unit -none; tunnel-type -3 spaces; add Chapter 51	none; stacking req
Commercial amusement (inside)	CR, RR, CS, ind, CA, MU, MC, UC-2 -3 amusement center: SUP: CR, RR, CS, ind, CA, MU, MC, UC-1 -2 if over 2,500sf and within 300ft from res		1/100sf
Bingo Parlor	SUP: CR, UC-2 -3	1/50sf	
Bowling alley	SUP: CR, CS, UC-2 -3; if Class E: +RR< ind, CA, MU, MC if with in 300' res RAR: for within 300; res	6 spaces per lane	
Children's amusement center		1/200sf	
Dance hall		1/25sf and	

Motor track		1/1000sf restricted track & 1/200sf floor area	
Skating rink		1/200sf	
Other uses		by SUP (or) 1/100 sf	<b>game court:</b> 4/game court + 1/200sf of floor area not including 400sf used for exercise or observation room and not including showers, steam, sauna, laundry, ....
Commercial amusement (outside)	CS, CA SUP: A, CR, RR, MU, MC DIR: CS	By SUP (or) 1/200sf + 1/400sf (site area)	1/200sf + 1/400sf site area exclusive of parking
Commercial motor vehicle parking	CS, LI, IR, IM SUP if within 500' res. in the same distr	none	
Commercial parking lot or garage	RAR: CR, RR< CS, ind, CA, MU, MC UC	none, if in CBD- see chapter 51A	none; if CBD special req
Convenience store with drive-through	SUP: CR, RR< CS, IR, IM, MU-2 -3, MC	1/200sf	
Drive-in theater	SUP: A, CS, IM	6 spaces	
Dry cleaning or laundry store	GO, retail, CS, ind, CA, MU, MC UC no drive-through Lmtd: MF-3 -4, LO, MO	1/200sf	1/200sf <b>Commercial:</b> 1/500sf
Furniture Store	CR, RR, CS, ind, CA, MU, MC, UC	1/500sf; 1/1000sf for storage/warehouse not for public	1/500sf
General merchandise or food store < 3,500sf	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-3 -4, LO, MO	1/200sf	1/200sf
General merchandise or food store >3500sf	CR, RR, CS, CA, MU, MC, UC-2 -3	1/200sf	
General merchandise or food store > 100,000sf	RR, CA SUP: CR, CS, LI, MU, MC, UC	1/300sf	
Home improvement center, lumber, brick or building materials sales yard	RAR: RR, CS, ind DIR: CR	1/275sf (retail area) + 1/1,000sf (site area)	1/200sf <b>Building repair and maintenance shop:</b> 1/300sf
Household equipment and appliance repair	CR, RR, CS< ind, CA, MU-2 -3, MC-2 -3 -4, UC	1/200sf	1/200sf
Liquefied natural gas fueling station	LI, IR, IM, SUP: for over 4 fuel pumps or within 1,000 ft from res distr or PD with res	None	
Liquor store	CR, RR< CS, CA, MU-2 -3, MC-2 -3 -4	1/200sf	1/200sf



<b>Mortuary, funeral home, or commercial wedding chapel</b>	CR, RR, CS, CA, MU, MC	1/300 sf other than chapel; + 1/2 seats in chapel	1/300 sf other than chapel; + 1/2 seats in chapel (max 50% may be tandem)
<b>Motor vehicle fueling station</b>	CR, RR, CS, ind, CA, MU, MC Lmt: MO, GO SUP: MF-3 -4, NS	2 spaces	
<b>Nursery, garden shop, or plant sales</b>	A, GO, CR, RR, CS, CA, MU, MC, UC	1/500sf + 1/2,000sf (outside sales & display area)	1/500sf + 1/2,000sf (outside sales & display area)
<b>Outside sales</b>	CA SUP: RR, CS	1/200sf (sales area)	1/200sf (sales area)
<b>Paraphernalia Shop</b>	SUP: CR, RR, CS, ind, MU	1/200sf (sales area)	
<b>Pawn shop</b>	CR, RR, CS, IR, IM	1/200sf	1/200sf
<b>Personal service use</b>	GO, retail, CS, ind, CA, MU, MC, UC Lmt: MF-3 -4, NO, LO, MO	1/200sf	1/200sf <b>Health Studio:</b> 1/150sf <b>Broadcasting or recording:</b> 1/300sf
<b>Restaurant without drive-in or drive-through service</b>	GO, retail, CS, ind, CA, MU, MC, UC Lmt: MF-4, LO, MO, SUP: NO RAR: MF-4, LO, MO, GO, retail, CS, ind, MU, MC	1/100sf (main use); 1/200 (limited or accessory use); 1/500sf (manufacture of alcoholic bev.)	1/100sf; 1/500sf area for alcohol manuf
<b>Restaurant with drive-in or drive-through service</b>	CR, RR, CS, ind, MU, MC SUP: CA DIR: CR, RR, CS, ind, MU, MC	1/100sf (min 4 spaces); 1/500sf (manufacture of alcoholic bev.)	drive-in rest: 1/50sf; min 12ps +stacking
<b>Surface parking</b>	P	none	
<b>Swap or buy shop</b>	SUP: CR, RR, CS, CA, MU, MC	1/200sf	
<b>Taxidermist</b>	CS, ind, CA	1/600sf	1/300sf
<b>Temporary retail use (Includes Christmas tree lots)</b>	CR, RR, CS, ind, CA, MU, MC, UC	1/500sf (site plan)	
<b>Theater</b>	CR, RR, CS, ind, CA, MU DIR: UD and limited to 1,000seats SUP: MF-4, MO, GO	1 per 28sf of seating area	min 6; stacking=10% of stall capacity
<b>Truck stop</b>	SUP: CS, LI, IM, IR	2 spaces	
<b>Vehicle display, sales, and services</b>	RAR: RR, CS, ind SUP: CA	1/500sf (floor & site area)	<b>inside:</b> 1/200sf <b>outside:</b> 1/500sf
<b>4.211 TRANSPORTATION USES</b>			
<b>Airport or landing field</b>	SUP: IR, IM	1/200sf (terminal building)	1/200sf (terminal building)
<b>Commercial bus station and terminal</b>	RR, CS, LI, IR, IM, CA SUP: CS when bus or shuttle or 500ft from residential DIR: RR, CA, CS if no	1/200sf + 1/5seats of manufacturer's seating capacity - max. 5 vehicles on site during any one-	1/4seats in the lobby, 1/220sf café, 1/200sf excluding the bus unloading area

	<i>SUP</i> <i>RAR: ind</i>	hour time period	
<b>Heliport</b>	<i>IR, IM</i> <i>SUP: RR, CS, LI, CA,</i> <i>MU-2 -3, MC-4</i> <i>RAR: IR, IM</i>	1/600sf (site area) min 4 spaces	1/600sf (site area) min 4 spaces helicopter base: 1/300sf terminal area exclusive of hangars, min 5ps
<b>Helistop</b>	<i>IR, IM</i> <i>SUP: A, MO, GO, RR,</i> <i>CS, LI, CA, MU-2 -3,</i> <i>MC-2 -3 -4</i> <i>RAR: IR, IM</i>	2 spaces	2 spaces
<b>Private street or alley</b>		none	
<b>Railroad passenger station</b>	<i>CA</i> <i>SUP: GO, RR, CS, ind,</i> <i>MU-2 -3; MC-2 -3-4</i>	1/200sf (terminal building)	1/4 seats in the lobby; 1/200sf excluding train unloading area; 1/100sf restaurant railroad team track: 2 spaces
<b>Railroad yard, roundhouse, or shops</b>	<i>IM, CA</i> <i>RAR: IM</i>	1/500sf (roundhouse & shops)	1/500sf (roundhouse & shops) <b>motor freight hauling and storage:</b> 1/1,000sf
<b>STOL (Short takeoff or landing) port</b>	<i>SUP: IM, IR, CA</i>	1/200sf (terminal building) Min. 5 spaces	1/200sf (terminal building) Min. 5 spaces
<b>Transit passenger shelter</b>	<i>in all</i>	none	none
<b>Transit passenger station or transfer center</b>	<i>CA</i> <i>SUP: res</i> <i>SUP or CC res: O, retail,</i> <i>CS, ind, MU, MC</i>	none (In central area districts) other districts by SUP/CC resolution	
<b>4.212 UTILITY AND PUBLIC SERVICE USES</b>			
<b>Commercial radio or tv transmitting station</b>	<i>GO, CR, RR, CS, ind,</i> <i>CA, MU, MC</i> <i>SUP: A, LO, MO</i>	1/1,000sf	1/1,000sf
<b>Electrical generating plant</b>	<i>SUP: IM</i>	1/1,000sf	2 spaces
<b>Electrical substation</b>	<i>LO, MO, GO, CR, RR,</i> <i>CS, ind, CA, MU, MC</i> <i>SUP: NO, NS</i>	2 spaces	2 spaces
<b>Local utilities</b>	<i>in all</i> <i>SUP: res if over 300sf</i> <i>above grade</i> <i>RAR: if 150sf, or higher</i> <i>than 10'</i> <i>communication</i> <i>exchange facility: LO,</i> <i>MO, GO, RR, CS, ind,</i> <i>CA, MU, MC</i> <i>CR is under 50,000sf</i>		utility serv: none communications exchange facility: 1/5,000sf; except 1/333sf for office
<b>Utility Services</b>		none	
<b>Communications exchange facility</b>		1/5000sf, if the floor area used for office -then 1/333sf	1/1,000sf

<b>Police or fire station</b>	GO, CR, RR, CS, ind, CA, MU, MC, UC SUP: res, NO, LO, MO, NS	1/150sf (police); 5 spaces + 1/bed (fire station)	
<b>Post office</b>	GO, CR, RR, CS, ind, CA, MU, MC, UC SUP: MF-3 -4, LO, MO, NS	1/200sf	1/200sf
<b>Radio, tv or microwave tower</b>	GO, CS, ind, CA SUP: res, No, Lo, MO, retail, MU, MC RAR: GO, CS, ind	2 spaces	2 spaces
<b>Refuse transfer station</b>	SUP: A, IM	1/1,000sf (site area)	1/1,00sf (site area)
<b>Sanitary landfill</b>	SUP: A, IM	none	none
<b>Sewage treatment plant</b>	SUP: A, IM, CA	1/1,000,000 gallons of capacity	1/1,000,000 gallons of capacity sewage pumping station: none
<b>Tower/antenna for cellular communications</b>	<i>it's complicated!</i>	1/if tower/antenna has an auxiliary build. >120 sf	1/if tower/antenna has an auxiliary build. >120 sf
<b>Utility or government installation other than listed</b>	CA, UC SUP: CA, res, O, retail, ind, MU, MC	See Chapter 51	by BO or SUP
<b>Water treatment plant</b>	IM SUP: A, CA, IR RAR: IM	2 spaces	2 spaces
<b>4.213 WHOLESALE, DISTRIBUTION &amp; STORAGE USES</b>			
<b>Auto auction</b>	SUP: CA, IM	1/500sf (site area)	1/500sf (site area)
<b>Building mover's temporary storage yard</b>	SUP: CA, IM	none	none
<b>Contractor's maintenance yard</b>	CS, IM RAR: CS, IM	1/2,000sf (site area) (min. 4 spaces)	1/2,000sf (site area) (min. 4 spaces)
<b>Freight terminal</b>	CS, ind, CA RAR: CS, ind DIR: CA	1/1,000sf	1/1,000sf
<b>Livestock auction pens or sheds</b>	SUP: A, IM	1/28sf (seating area) + 1/600sf (sales area)	Livestock auction: 1/4 seats+1/600sf sales area
<b>Manufactured building sales lot</b>	RAR: CS, ind	1/200sf (office area); min 4 spaces	
<b>Mini warehouse</b>	CS, ind, CA SUP: CR, RR< MU, MC	min of 6 spaces	1/3,000sf
<b>Office showroom/warehouse</b>	CS, ind, CA, MU-3		
<b>Office</b>		1/333sf office	1/333sf office
<b>Showroom / warehouse</b>		1/1000sf first 20,000sf floor area, then 1/4000sf in excess of 20,000sf	1/1,000sf
<b>Outside storage</b>	CS, ind SUP: CA RAR: CS, ind	1/5,000sf (site area) (max. 5 paces, min. 1 space)	

<b>Petroleum product storage and wholesale</b>	<i>RAR: IM SUP: CA</i>	1/2,000sf (site area) (min. 4 spaces)	1/2,000sf (site area) (min. 4 spaces)
<b>Recycling buy-back center</b>	<i>RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind</i>	1/500sf	
<b>Recycling collection center</b>	<i>RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind</i>	1 space min. (1 additional space req. if operated by an attendant)	
<b>Recycling drop-off container</b>	<i>in all except P</i>	none	
<b>Recycling drop-off for special occasion collection</b>		none	
<b>Sand, gravel, or earth sales and storage</b>	<i>RAR: IM SUP: A, CS</i>	1/2,000sf (site area) (min. 4 spaces)	
<b>Trade center</b>	<i>CS, ind, CA, MU-3, MC-4</i>	1/700sf see Chapter 51 for add regulations	1/700sf + distance req
<b>Vehicle storage lot</b>	<i>IM SUP: CS</i>	none	
<b>Warehouse</b>	<i>CS, ind, CA RAR: CS, ind</i>	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)
<b>4.214 ACCESSORY USES</b>			
<b>Accessory community center (private)</b>	<i>SUP: R, D, TH, CH, UC</i>	1/100sf none if it is accessory to MF and for residents	1/100sf
<b>Accessory electric vehicle charging station</b>		none	
<b>Accessory game court (private)</b>	<i>all but P</i>	3/each game court	
<b>Accessory helistop</b>		none	
<b>Accessory medical/infectious waste incinerator</b>		none	
<b>Accessory outside display of merchandise</b>		none	
<b>Accessory outside sales</b>		none (first 1,000sf of sales area) 1/500sf (additional sales area)	
<b>Accessory outside storage</b>		none	
<b>Book Exchange Structure</b>		none	

<b>Accessory pathological waste incinerator</b>		none	
<b>Amateur communication tower</b>		none	
<b>Day home</b>		none	
<b>General waste incinerator</b>		<i>none</i>	
<b>Home occupation</b>		none	
<b>Live Unit</b>		1/excess of req main use	
<b>Occasional sales (garage sales)</b>		none	
<b>Private stable</b>		none	
<b>Swimming pool (private)</b>		none	
<b>Pedestrian skybridges</b>		none	