



City of Danville

427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

JUNE 21, 2021

3:00 P.M.

CITY COUNCIL CONFERENCE ROOM - 4th FLOOR MUNICIPAL BUILDING

AGENDA

- I. WELCOME AND CALL TO ORDER**
- II. ROLL CALL**
- III. WORK SESSION**
 - 1. Parking Requirement Amendments.
- IV. ADJOURNMENT**



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City Planning Commission

MEMORANDUM

DATE: June 15, 2021

TO: Danville City Planning Commission

FROM: Doug Plachcinski, AICP, Planning Division Director + Zoning Administrator

RE: DRAFT ARTICLE 8. - PARKING AND LOADING REQUIREMENTS AMENDMENTS

I reviewed the existing parking ordinance and the changes suggested to the Planning Commission previously. In addition to those previous alterations, I would like to present the Planning Commission with additional suggested alterations at their June 7, 2021 meeting. Ultimately zoning ordinance improvements can implement goals like, but not limited to:

- ✓ Promote economic growth and avoid unnecessarily strict regulations;
- ✓ Make regulations easier to understand;
- ✓ Incorporate technical best practices;
- ✓ Balance the historic and ecologic preservation with property rights;
- ✓ Ensure high quality development; and (but not least)
- ✓ Implement the City of Danville Comprehensive Plan.

Initially I agreed to furnish a redlined copy of this proposed amendment, however, given the significant changes that was not possible.

ARTICLE 8. - PARKING AND LOADING REQUIREMENTS

A. - Purpose.

These regulations establish off-street parking and loading requirements for buildings and uses governed by this Article. The general criteria for these requirements coincide with the intensity of such buildings or uses. Parking and loading requirements prevent congestion on public streets by clearly defining and separating parking areas from roadways; to remove the hazard to pedestrians in parking areas and public streets; to facilitate proper storm-water runoff; and to make clear the availability and arrangement of spaces to all users.

B. - General Parking and Loading Provisions.

1. Whenever a use or an activity requiring off-street parking is created, enlarged or increased in activity or intensity, off-street parking areas must be provided on-site and maintained.
2. Available on-street parking spaces may be counted toward the required number of off-street parking spaces if:
 - a. They are within 300' of the proposed use; and
 - b. They are in the TW-C or CB-C zoning districts.
3. The amount of required off-street parking and loading for new uses, additions to existing uses, and accessory uses must be determined in accordance with the regulations in effect at the time the new use is established. No such designated parking areas may be changed to any other use unless and until equal facilities are provided and approved.

4. All off-street parking areas are solely for the parking of vehicles in operating condition by patrons, occupants, or employees of the use where the parking is accessory. No vehicle, equipment, materials, or supplies repairing, dismantling, or servicing is permitted in any off-street parking area.
5. All required off-street parking and loading areas must be on the same property as the associated use, except where otherwise provided in this Article, where circumstances prevent such location, or where the public safety or the public convenience would be better served by a location other than on the same property. In such circumstances the Zoning Administrator may authorize alternative and/or cooperative locations of required parking spaces, subject to the following:
 - a. An alternative location must be in the same zoning district as the land on which the use is located.
 - b. If a development does not include on-site parking, then handicapped accessible spaces must be furnished on-street as required by Virginia law.
 - c. A shared parking location that provides parking for two or more uses must be in the same ownership of at least one (1) of the properties and must have combined parking spaces equal to the sum required for the separate uses, except to the extent the normal hours of the uses do not overlap.
 - d. The entrance to an alternative parking location must be within three hundred (300') feet of pedestrian walking distance to the use along an accessible route.
 - e. The right to use such property for parking must be established by a recorded covenant or agreement, approved as to form and content by the City Attorney, and recorded in the Danville Circuit Court Clerk's Office.
 - f. Should such off-street parking spaces become unavailable for use at some future time, an equal number of parking spaces must be provided on either the primary site or by another off-site arrangement within ninety (90) days from the date on which the use of the previously available spaces was terminated.

C.- Off Street parking area construction and maintenance

1. For all uses (other than single family residential), all required off-street parking and loading areas must be constructed of an all-weather, stabilized, dust free surface paving with curb, guttering, and drainage improvements.
2. The Zoning Administrator may approve an alternate parking area surface only for areas used by heavy equipment.
3. For parking areas of six (6) spaces or less, the Zoning Administrator may waive the requirement for paved parking with curb and gutter if the parking surface is constructed with a minimum of six (6") inches of crushed stone with adequate compaction and stormwater drainage.
4. Handicapped accessible spaces must be furnished as required by Virginia law.
5. Parking and loading area lighting must comply with Article 11. Outdoor Lighting and Illumination Regulations.

D. Off-Street Parking Area Layout and Dimensions

1. All parking spaces must prevent vehicles from extending over any property line, right-of-way, or sidewalk.
2. Required off-street parking areas must be laid out consistent with the following standards:
 - a. Ninety-degree pattern: Parking spaces and maneuvering lanes must be provided as follows:

Space Width	Space Length	Maneuvering Lane Width	Two Tiers of Parking + Maneuvering Lane

9.0'	20' feet	24' feet	64' feet
9.5' feet	20' feet	22' feet	62' feet
10' feet	20' feet	20' feet	60' feet

- b. Sixty-degree pattern: 58' feet for two (2) tiers of spaces, and one (1) aisle/maneuvering lane, with minimum aisle width of twenty (20') feet.
 - c. Forty-five degree pattern: 56' feet with two (2) tiers of parking spaces, and one (1) aisle/maneuvering lane, with minimum aisle width of twenty (20') feet.
 - d. Drive or maneuvering lanes must not be less than 20' feet wide to permit two-way traffic.
3. Required off-street parking areas may be provided within garages, carports, or enclosed buildings if dimension, layout, and accessibility standards are met.
4. Non-residential use parking areas in any SR-R, T-R, S-R, NT-R, OT-R, A-R, M-R, or MHP-R zoning district must be screened by a visual separation of at least six (6') feet in width between parking and adjoining residential uses by landscaping and/or fencing. In addition, all required front yards are restricted to fifty percent (50%) development for parking area.

E. - Off Street Loading

Off-street loading spaces are not required. However, if spaces are provided, they must meet the following standards:

1. No loading space may be in a front yard, except for industrial uses.
2. Off-street loading spaces do not count toward off-street parking space requirements.
3. No loading space may be less than 15' feet wide, 25' feet long, and 15' feet tall, provided that the depth accommodates the largest delivery trucks supplying the establishment.
4. No off-street loading space may necessitate maneuvering from a public right-of-way.
5. All off-street loading spaces must be located on the same lot as the use served.
6. All off-street loading space must be provided with a clear route to a public right-of-way.
7. No motor vehicle repair work, with the exception of emergency service, is permitted in any space designated as off-street loading area.
8. All off-street loading areas, including aisles and driveways, must be constructed and maintained with a dustless paved surface, except as otherwise permitted for heavy equipment.

F. - Required Parking Spaces Computation.

1. Net floor area, as defined in Article 15, is the basis for minimum required parking spaces unless otherwise indicated.
2. When the units of measurements determining the number of required parking spaces result in calculations with a fractional space, one (1) space must be provided for that fraction.
3. In the case of mixed uses, the parking spaces required are the sum of the requirements of the various uses computed separately.
4. The Zoning Administrator may waive or reduce the number of required parking spaces when the following conditions are met:
 - a. An applicant demonstrates fewer spaces are necessary because the current or proposed use does not warrant the required spaces or the required parking area is provided elsewhere;
 - b. Accessible space requirements are met;

- c. The provisions of Article 8 of the Zoning Ordinance apply to all off-site parking areas used in place of required on-site parking;
- d. The absence or reduction of onsite parking spaces will not negatively impact surrounding properties;
- e. The applicant demonstrates that the request is not based on any hardship created by the applicant or property owner;
- f. The applicant or property owner complies with any additional conditions applied by the Zoning Administrator when they waive or reduce the number of required off-street parking spaces.

F. - Minimum Required Parking Spaces.

The minimum number of off-street parking spaces is determined with the following parking schedule:

Use	Minimum Number of Spaces
Residential Uses	
Residential dwellings	One (1) per dwelling unit
Uses accessory to residential uses in addition to required spaces per dwelling unit:	
accessory dwelling	One (1) per dwelling unit
roomers and boarders	One (1) per boarder
tourist homes or bed and breakfast	One (1) for each guest bedroom
Institutional Uses	
Places of worship	One (1) for each five (5) fixed seats; benches have capacity of one (1) person per 30" linear inches of bench
Arenas, auditoriums, and stadiums	One (1) parking space per five (5) spectator seats. One (1) parking space per 20 square feet of additional spectator area provided by the establishment. One (1) parking space per employee.
Art galleries, libraries, museums	Three (3) per 1,000 square feet
Clubs, lodges and other recreational facilities (6830)	One (1) per each five (5) persons of the rated capacity of the building
Schools, public and private, elementary and junior high	Two (2) per three (3) teachers and other employees
High schools, public and private	Two (2) per three (3) teachers and employees plus one (1) per ten (10) students
Colleges	Two (2) per three (3) teachers and employees plus one (1) per five (5) students
Child Care Center, Nursery school, or Adult Day Care Center.	One (1) space per employee plus one (1) space per four (4) children or clients
Group homes	Two (2) per home plus one (1) per eight (8) residents plus one (1) per three (3) employees on main shift

Hospitals	One (1) per three (3) patient beds, plus one (1) per resident doctor, plus one (1) per three (3) three other employees
Commercial uses	
Business, banking, professional and similar offices	Two (2) per 1,000 square feet
Medical, dental, veterinary and similar offices	Three (3) per 1,000 square feet
Retail sales and personal services establishments	Three (3) per 1,000 square feet
Commercial and trade schools	One (1) per five (5) students and one (1) per two (2) employees
Hotels and motels	One (1) per guest room plus one (1) for each three (3) employees
Mortuaries and funeral parlors	One (1) space for every four (4) seats in assembly rooms with fixed seats or one (1) space for each 100 square feet of floor area for assembly rooms without fixed seats.
Restaurants, night clubs, taverns, places of assembly (including theaters)	One (1) per each four (4) persons of the rated capacity of the building plus one (1) for each three (3) employees on main shift
Vehicle Sale, Rental, and Ancillary Service Establishment.	One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but not less than five (5) spaces minimum.
Automobile service stations	Two (2) per three (3) employees on main shift plus two (2) for each service bay
All others	One (1) per each four (4) persons of the building's rated capacity.
Industrial uses	
Manufacturing, warehousing, wholesale and other industrial uses	One (1) per three (3) employees on main shift

G. - Stacking Lane Requirements.

1. Stacking spaces are required for drive-through or drive-in-facilities.
2. Stacking spaces must be at least ten (10') feet wide, 18' long, and must not block on- and off-site traffic movements.
3. Stacking lanes and spaces must be separate from other circulation aisles and parking spaces.
4. Stacking lanes must be separated from other on-site parking and circulation lanes to ensure the adequate channeling and safety of traffic movements.
5. The following minimum stacking spaces are required:
 - a. Eating and fast-food establishments: Ten (10) stacking spaces, with distance as measured from the last drive-through window.

- b. Car washes: Three (3) stacking spaces per car wash bay.
- c. Financial institutions: Six (6) stacking spaces for the first drive-through window and three (3) stacking spaces for each additional window.

I. - Private Streets, Drive Aisles, and Combined Drive Aisles and Parking Bays.

- 1. Private streets in any residential single-family subdivision may be approved by the Planning Commission. Private drive aisles and combined drive aisles/parking bays in townhouse, apartment and non-residential development may be allowed as a part of the site plan approval process.
- 2. Emergency vehicles must be able to access private streets.

J. Electric Vehicle Parking Requirements

Electric vehicle parking spaces and charging stations required by this section must meet these additional standards:

- 1. Except for single-family residential uses, wherever the zoning code requires an off-street parking area of 30 spaces or more for any new or increased development, one (1) electric vehicle parking space is required for each 50 required parking spaces.
- 2. Electric vehicle parking spaces must be equipped with an electric vehicle charging station rated at electric vehicle charging level 2.
- 3. All electric vehicle parking spaces are reserved exclusively for electric vehicles.
- 4. Electric vehicle parking spaces must be marked by green painted lines or curbs.
- 5. Each electric vehicle parking space must have a sign designating the parking space as an electric vehicle parking space. in accordance with the Federal Highway Administration Manual on Uniform Traffic Control Devices {MUTCD}.
- 6. Electric vehicle charging stations must contain a retraction device, coiled cord, or a fixture to hang cords and connectors above the ground.

ARTICLE 8. - PARKING AND LOADING REQUIREMENTS

A. - Purpose.

The purpose of these regulations is to set forth off-street parking and off-street loading requirements in Danville for structures and uses governed by this article. The general criteria for these requirements shall be in accordance with the intensity of such use or structure, and with the aim of providing adequate parking for the public and reducing traffic hazards, conflicts, and inconvenience.

Commented [PD1]: Restate the parking section purpose

(Ord. No. 2004-02.04, Art. 8, § A, 2-17-04)

B. - General Parking and Loading Provisions.

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1. Every building or structure shall be provided, at the time of initial construction, or at any other time specified in this article, with the minimum required off-street parking space and the minimum required space for the loading of goods or commodities.
2. Every building or structure changed in use or structurally altered shall be furnished with off-street parking, ingress and egress, space for loading of goods and commodities, and adequate circulation required, but only to the extent that the change in use or structural alteration necessitates the need for additional parking.
3. All off-street parking spaces required for any residential use permitted in any residential zoning district in the City shall be provided on the same lot with such use.
4. All off-street parking spaces required for any use other than a residential use permitted in any residential district shall be provided on the same lot with such use except where practical difficulties prevent such location or where the public safety or the public convenience would be better served by a location other than on the same lot. In such cases the Zoning Administrator may authorize alternative and/or cooperative locations of required parking spaces, subject to the following:
 - a. An alternative location shall be in the same ownership (fee simple or common) and zoning classification as that of the land on which the use is located.
 - b. A common or cooperative location, which provides parking for two or more uses, shall be in the ownership (fee simple or common) of at least one of the participants and shall have combined parking space equal to the sum required for the separate uses, except that the amount of space may be reduced by the Zoning Administrator for reason of different hours of activity among the various uses, and shall be subject to such arrangements as will guarantee the permanent availability of such space.
 - c. The entrance to an alternative, common or cooperative location shall be within three hundred (300) feet pedestrian walking distance of the entrance to the use such location serves and be connected to such use by a pedestrian walkway. Such pedestrian access shall be accessible to the disabled and shall meet ADA requirements where feasible in the determination of the Zoning Administrator.
 - d. The right to use such property for parking shall be established by deed, easement, lease, or similar recorded covenant or agreement, shall be approved as to form and content by the City Attorney and shall be recorded in the Danville Circuit Court Clerk's Office.
 - e. Should such off-street parking spaces become unavailable for use at some future time, an equal number of parking spaces shall be constructed and provided on either the primary site or by another off-site arrangement meeting the requirements of this article. Failure to provide these parking spaces within ninety (90) days from the date on which the use of the previously available spaces was terminated shall be a violation of this ordinance.
 - f. The Zoning Administrator may require a detailed parking impact and pedestrian access study to be prepared by the applicant in support of the requirements herein.

Commented [PD2]: Consolidate and restate review activation requirements

Commented [PD3]: combine 3. and 4.

5. All off-street parking spaces and parking bays and off-street loading spaces shall be curb and guttered and designed to provide safe and convenient access to a public street. Ingress and egress shall be provided only through driveway, travelway, or private street openings of design, location, and criteria approved by the Zoning Administrator or the Planning Commission as needed. Access by a vehicle to required parking spaces shall be afforded without requiring another vehicle to be moved.
6. Requirements for parking space and parking bay paving improvements:
- (a) For all residential, institutional, and commercial uses (other than single family residential off-street parking and as otherwise addressed by the HP-O District), all required off-street parking spaces and drives shall be constructed of an all-weather, stabilized, dust free surface (concrete, bituminous concrete, paving blocks, or other similar material) with curb, guttering, and drainage improvements. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B or their equivalent. The Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
 - (b) For commercial and industrial uses, all employee and customer parking, as well as all entrances into parking areas, shall be constructed of an all-weather, stabilized, dust free surface with curb, guttering, and drainage improvements. For industrial uses, such paved surfacing may be waived by the Planning Commission only for areas used for the parking and/or loading of heavy equipment. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B or their equivalent. The Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
 - (c) For parking areas of six (6) spaces or less, the requirement for paved parking with curb and gutter may be waived by the Planning Commission, provided that the parking surface be constructed with a minimum surface of six (6) inches of crushed stone with adequate compaction and storm drainage provisions.
 - (d) The requirements approved by the Zoning Administrator shall govern the parking space and parking lot design sections, width, base and subbase structural characteristics, and construction criteria. Storm drainage and stormwater management construction details and calculations shall be provided with parking space and parking lot designs. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B, or their equivalent. The Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
7. All off-street parking spaces and related accessibility requirements for disabled persons shall conform with the most recent Americans with Disabilities Act (ADA) regulations and as otherwise provided in this article. Where ADA regulations are in conflict with or are more stringent than the regulations in this article, ADA regulations shall govern. A copy of these ADA regulations is available through the office of the Zoning Administrator.
8. All off-street parking facilities shall be used solely for the parking of vehicles in operating condition by patrons, occupants or employees of the use to which the parking is accessory. No repair, dismantling, or servicing of any vehicle, equipment, materials, or supplies shall be permitted in any required off-street parking facility.
9. All off-street parking spaces, parking lots, loading areas, private streets, travelways, and entrances shall comply with the geometric design criteria and pavement design standards as approved by the Zoning Administrator.
10. Appurtenant lighting to residential parking areas shall be designed to minimize glare away from adjoining residential districts and away from adjacent uses.
11. Computations of parking space requirements on an employee/person basis shall be based on (a) maximum number of employees on duty and/or (b) the occupancy load of the building and/or (c) a

Commented [PD4]: Moved to new construction and maintenance section

Commented [PD5]: Moved to new construction and maintenance section. VDOT Construction specifications removed.

Commented [PD6]: Accessible parking is controlled by the Virginia building code. Citing it in the Zoning Ordinance is unnecessary and creates potential conflicts.

Commented [PD7]: Reworded and moved to general subsection

Commented [PD8]: Redundant

Commented [PD9]: Reworded and referenced to exterior lighting article.

detailed parking impact analysis as provided by the applicant and approved by the Zoning Administrator.

12. No off-street loading space shall be located within a front yard.
13. All parking spaces shall be designed to prevent vehicles from extending over any property line, right-of-way, sidewalk or travelway. Where parking spaces allow a vehicle to extend over the face of curb into such areas, an additional parking space depth of two (2) feet shall be provided and/or parking bumper stops shall be incorporated into the parking space design.
14. Computations and analysis of parking requirements shall be performed by the engineer or architect submitting the subdivision plat and/or site plan, and those computations shall be considered as an integral element of the plat or site plan certification.
15. Where parking spaces or loading requirements are unclear or not specifically mentioned, the requirements shall be the same as required for a use of similar nature or as otherwise stipulated by the Zoning Administrator.
16. Spaces designated for off-street loading shall not be counted toward the required number of off-street parking spaces.
17. Available on-street parking spaces shall not be counted toward the required number of off-street parking spaces.
18. In addition to the number of parking spaces required for new uses under this article, a change in use from existing single-family dwelling to permitted multifamily housing units or other tenant housing facilities, excluding homestays, shall meet the following requirements:
 - a. Off-street parking spaces shall not be located within the established front yard area between the front property line and the building itself; and
 - b. All areas on-site which comprise the off-street parking site plan shall be visually defined by surface materials for vehicular uses which shall be duly maintained as a condition of the occupancy permit.
19. In addition to the number of parking spaces required by use under this article, non-residential uses permitted in residential districts shall meet the following requirements:
 - a. Non-residential parking spaces shall be designated so as to provide continuous visual separation of at least six (6) feet in width between parking and adjoining residential property, where applicable, by means of landscaping, fencing and/or ground cover. In addition, all areas between building setbacks and public street frontage shall be restricted to fifty percent (50%) development for parking area; and
 - b. All areas on-site which comprise the off-street parking plan shall be visually defined by paved surfaces which shall be duly maintained as a condition of the occupancy permit.
20. Any parking arrangement which requires the moving of any vehicle on-site in order to maneuver another vehicle on-site into or out of a required parking space shall not meet the intent of this article.
21. Access to on-site parking shall not depend on the public right-of-way, other than alleys, in order to safely and conveniently maneuver into or out of parking spaces.
22. Required off street parking spaces may be provided within garages, carports, or enclosed buildings provided that the provisions of this Article pertaining to dimensions, layout, and accessibility are met.

(Ord. No. 2004-02.04, Art. 8, § B, 2-17-04; Ord. No. 2005-01.03, 1-4-05)

C. - Parking and Loading Space Dimensions.

1. *Minimum parking space dimensions and layout.*

Commented [PD10]: removed

Commented [PD11]: Moved to loading space section

Commented [PD12]: Moved to layout

Commented [PD13]: Redundant

Commented [PD14]: Redundant

Commented [PD15]: Redundant

Commented [PD16]: Modified to include TWC and CBC

Commented [PD17]: Restated

Commented [PD18]: Restated in construction

Commented [PD19]: Unnecessary and examples in City exist of non-conformities.

- (a) Parallel spaces: Standard parallel parking spaces shall have minimum dimensions of seven (7) feet by twenty-three (23) feet.
- (b) Perpendicular spaces: Standard perpendicular parking spaces shall be designed with a width of nine (9) feet and a length of eighteen (18) feet, provided that travelways combined with parking bays providing perpendicular parking shall have a minimum width of twenty four (24) feet (with 2-12 foot lanes) to accommodate two-directional traffic movements. Long-term or compact car perpendicular parking spaces (such as parking lots for full day shift for office or industrial employees or other forms of long-term parking) may be reduced to eight and one-half (8.5) feet upon petition to and acceptance by the Planning Commission, provided that such spaces are clearly designated.
- (c) Angled and other forms of parking spaces: In cases where parking space and adjoining travelway dimensions vary from those above due to the nature of the parking areas and circulation patterns, the applicant shall be required to submit a detailed parking study prepared by a qualified design professional to justify such parking space size variations. Documentation shall be provided addressing parking space geometry, travelway access and turning movements, and other elements related to parking space layout and design criteria.
- (d) Refer to the Zoning Administrator for additional information and design criteria for parking spaces and parking lots.

2. *Off-street loading space dimensions and layout.*

- (a) No loading space shall be less than fifteen (15) feet wide, twenty-five (25) feet long and fifteen (15) feet in vertical clearance, provided that the depth shall be sufficient to accommodate the largest delivery trucks supplying the establishment and that loading space lengths for semi-trailer vehicles shall be not less than fifty (50) feet. Where more than one loading space has been provided and located parallel to the first, each additional space may be reduced to twelve (12) feet in width.
- (b) No off-street loading area shall necessitate maneuvering from a public right-of-way. No loading space shall be located in a front yard, except for industrial uses.
- (c) Off-street loading spaces shall not be located closer than forty (40) feet from the nearest point of intersection of the loading approach travelway with the public street right-of-way, provided that if such space is to access semi-trailer vehicles, then such distance be not closer than sixty (60) feet. In cases where an innovative building or site design application is employed in such a way as the impacts associated with the loading area may be properly mitigated with less loading area, a waiver of this requirement may be granted upon application to the City Manager, or his designee.

(Ord. No. 2004-02.04, Art. 8, § C, 2-17-04)

D. - Computation of Required Parking Spaces.

- 1. Floor area shall mean the gross floor area of the specific use, measured from the exterior faces of exterior walls or from the center line of walls separating two attached buildings. Unless otherwise specified, gross floor area shall include associated corridors, utility rooms and storage space.
- 2. Net floor area shall be considered as the total floor area designed for tenant occupancy of all floors of all buildings on a lot, measured from the center line of joint partitions to the interior faces of exterior walls, which excludes areas designed for permanent uses such as toilets, utility closets, corridors for pedestrian or vehicle through traffic, enclosed parking areas, meters, rooftop mechanical structures, mechanical and equipment rooms, fire exits, stairwells, elevators, and escalators. For the purposes of this ordinance, the term "net floor area" shall not include outdoor display areas for the sale, rental, and display of recreational vehicles, boats and boating equipment, trailers, horticultural items, farm or garden equipment, and other similar products.

Commented [PD20]: Restated

Commented [PD21]: Unnecessary

Commented [PD22]: Moved to new off street loading subsection and restated.

Commented [PD23]: Restated so net floor area applied to parking calculations. These definitions should not be in this section , but in article 15

3. When the units of measurements determining the number of required parking spaces result in calculations requiring a fractional space, one space shall be provided for said computed fractional space.
4. In the case of mixed uses, the parking spaces required shall equal the sum of the requirements of the various uses computed separately, provided that the applicant may petition the Zoning Administrator to permit shared parking and other forms of parking relief. Such petition shall be accompanied by a technical study of the parking requirements and recommendations for the planned parking for the mix of uses, including documentation on peak parking periods for individual uses, analysis of overlapping parking demands, and demonstration that the proposed parking will accommodate the anticipated demands.
5. The City Planning Commission may waive or reduce the number of required parking spaces when the following conditions have been met:
 - a. The applicant is able to demonstrate fewer spaces are required because the current or proposed use does not warrant the required spaces or the required parking will be provided elsewhere;
 - b. ADA requirements are fully satisfied;
 - c. The provisions of Article 8 of the Zoning Ordinance shall apply to any and all off-site parking which may be expected to be used in place of the required on-site parking;
 - d. The absence or reduction of parking spaces shall not cause any adverse impact on surrounding properties;
 - e. The applicant is able to demonstrate that the property was acquired in good faith, and the request is not based on any hardship created by the applicant or property owner;
 - f. The applicant or property owner complies with any additional conditions the City Planning Commission deems appropriate at the time it chooses to waive or reduce the number of required off-street parking spaces.

Commented [PD24]: restated

Commented [PD25]: Accessible parking is controlled by the Virginia building code. Citing it in the Zoning Ordinance is unnecessary and creates potential conflicts

Commented [PD26]: Changed to Zoning Administrator and restated

(Ord. No. 2004-02.04, Art. 8, § D, 2-17-04; Ord. No. [2018-12.01](#), Art. 8, § D, 12-4-18)

E. - Minimum Required Parking Spaces.

The following parking requirements represent minimum standards for the provision of on-site parking for permitted and special permit uses:

1. *Accessory Living Unit.* Two (2) spaces per unit; such space must have convenient access to a street.
2. *Ambulance Service, Fire Department, or Rescue Squad Facility.* Adequate space to accommodate all motor vehicles operated in connection with such use and two (2) additional parking spaces per each such vehicle.
3. *Automobile Service Station.* One (1) space per each employee plus two (2) spaces per each service stall, but not less than five (5) spaces. In addition, when the accessory rental of automobiles, trucks, and trailers of any type are involved on site, there shall be provided suitable area to accommodate the highest number of rental units expected at any one time.
4. *Barber Shop, Beauty Shop.* One (1) space per two hundred (200) square feet of gross floor area plus one (1) space per employee.
5. *Bed and Breakfast Lodging.* One (1) space per room accommodation, plus two (2) additional spaces for any permanent dwelling unit located within or ancillary to the principal use.
6. *Boardinghouse or Rooming house.* One (1) space per room accommodation, plus two (2) spaces per employee.

Commented [PD27]: Residential

Commented [PD28]: Based on Occupancy

Commented [PD29]: Combined with retail

Commented [PD30]: One per unit

7. *Building Materials Sales.* One (1) space per five hundred (500) square feet of retail sales area.

Commented [PD31]: Unnecessary

8. *Child Care Center, Nursery school, or Adult Day Care Center.* One (1) space per employee on the major shift, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions. A minimum total off-street parking of one (1) space per four (4) children shall be provided.

9. *Churches and Places of Worship.* One (1) space per four (4) seating accommodations (ie. chair or bench space) in the assembly area of the facility having the largest capacity.

Commented [PD32]: Based on Occupancy

10. *Country Club/ Tennis Club and Golf Course.* One (1) space per four (4) members based on maximum anticipated membership, plus one (1) space per two (2) employees on the major shift.

Commented [PD33]: Based on Occupancy

11. *Contractor's Office and Shop.* One (1) space per two (2) employees on the major shift.

Commented [PD34]: Based on Occupancy

12. *Convenience Store (Quick Food Shops).* One (1) space per two hundred (200) square feet of net floor area for the first one thousand (1,000) square feet, plus six (6) spaces per each additional one thousand (1,000) square feet.

Commented [PD35]: retail

13. *Dance Hall (including dance area in restaurant, hotel, etc.).* One (1) space per one hundred (100) square feet of gross floor area.

Commented [PD36]: Based on Occupancy

14. *Dwelling, Multi-Family, Duplex and Single-Family Attached Dwelling.* One and one-half (1.5) space per dwelling unit with one (1) bedroom; two and one half (2.5) spaces per dwelling unit with two (2) bedrooms; three (3) spaces per dwelling unit with three (3) bedrooms; four and one-quarter (4.25) spaces per dwelling unit with four or more bedrooms, provided that parking requirements for housing for the independent elderly (without central dining facilities) may be reduced to two (2) spaces per three (3) dwelling units plus one (1) space per employee at peak shift.

15. *Dwelling, Single Family Detached and Single Family Cluster Detached Residential.* Two (2) spaces per dwelling unit, if access to the lot is from a public street; Two and one-half (2.5) spaces per dwelling unit, if access to the lot is from a private street or common parking lot.

Commented [PD37]: One per unit

16. *Eating Establishment.* One and one quarter (1.25) space per four (4) seats (including outdoor seats), plus one (1) space per employee at the major shift.

Commented [PD38]: Combine restaurant types

17. *Elderly and Disabled Housing or Nursing Home.* One (1) space per three (3) dwelling units, plus one (1) space per employee at peak shift.

18. *Fast Food Restaurant.* One (1) space per one hundred (100) square feet of net floor area plus one (1) additional space for every two (2) employees with a minimum of eight (8) employee spaces.

19. *Financial Institution.* One (1) space per 250 square feet of net floor area.

Commented [PD39]: Combine with offices

20. *Funeral Home.* One (1) space for every four (4) seats in chapels or parlors with fixed seats; or one (1) space for each 100 square feet of floor area for assembly rooms used for services without fixed seats, plus one (1) space per two (2) employees, plus one (1) space of sufficient size for each vehicle used in connection with the business.

Commented [PD40]: Based on Occupancy

21. *Furniture Sales.* Same as for retail sales, provided that upon submission of design analysis supporting reduced need for parking, a reduction in number may be permitted with the approval of the Zoning Administrator, provided that sufficient additional land area be reserved to allow for future alternative retail uses of the site.

Commented [PD41]: Retail

22. *Green Houses and Plant Nursery.*

Enclosed Retail Sales Areas - One (1) space for each two hundred (200) square feet of retail sales;

Greenhouse Sales Areas - One (1) space per two hundred (200) square feet for the first one thousand (1,000) square feet and one (1) space for each five hundred (500) square feet of greenhouse sales area above one thousand (1,000) square feet;

Exterior Nursery Sales Areas - One (1) space per each five thousand (5,000) square feet of exterior nursery sales area.

Commented [PD42]: Occupancy

23. *Hospitals and Medical Center.* One (1) space per two (2) hospital beds (at maximum rated capacity), plus one and one-half (1.5) spaces per each emergency room examination table or bed, plus one (1) space per employee on the major shift other than doctors, plus one (1) space per doctor assigned to the staff.
24. *Hotel or Motel.* One (1) space per rental unit plus one (1) space per employee on the major shift, in addition to any spaces required for eating and assembly rooms as determined by the Zoning Administrator.
25. *Industrial Manufacturing and Industrial Warehousing Uses.* One (1) space per 1.5 employees on major shift, plus one (1) space per company vehicle / equipment, plus sufficient space to accommodate the largest number of visitors and customers expected at any one time, but not less than one (1) space per 1,000 square feet of gross floor area.
26. *Institutional Housing.* One (1) space per two (2) patients, based on the occupancy load, plus (1) space per employee or staff member on a major shift.
27. *Kennels, Commercial.* One (1) space per four hundred (400) square feet of gross floor area including runs, plus one (1) space per employee.
28. *Laundromats.* One (1) space per four (4) washing machines.

Commented [PD43]: Industrial

29. *Medical or Dental Office.* One (1) space per three hundred (300) square feet of net office floor area, plus one (1) space per employee, provided that no individual unit shall have fewer than three (3) spaces.

30. *Offices.* One (1) space per three hundred (300) square feet of net office floor area, with a minimum of one (1) space per employee, provided that no individual office unit shall have fewer than three (3) spaces.

Commented [PD44]: Combine offices

31. *Outdoor Sales/Display Area.* One (1) space per five hundred (500) square feet of open sales/display.

32. *Personal Service Establishment Uses (not otherwise specified).* One (1) space per 200 square feet of net floor area.

Commented [PD45]: Combined with retail

33. *Recreational Facilities (including Billiard and Pool Halls, Bowling Alleys, Video Game Rooms, Commercial Swimming Pools, Health Clubs, Gyms, and Paint Ball Parlors).* One (1) space per three (3) persons based on the maximum occupancy plus, one (1) space per employee on the major shift.

Commented [PD46]: Based on Occupancy

34. *Repair Service Establishment.* One (1) space per two hundred (200) square feet of net floor area open to the public.

Commented [PD47]: Redundant

35. *Retail Sales Establishment.* One (1) space per 200 square feet net floor area for the first 1000 square feet, plus four (4) spaces per each additional 1000 square feet. The wholesale component of any industrial, manufacturing or warehousing facility shall provide parking based on requirements for Retail Sales Establishments. Discount stores, wholesale outlets, "big box retailers" and "superstores" marketing as wholesale establishments shall provide parking based on requirements for Retail Sales Establishments.

36. *School*. Based on a review by the Zoning Administrator of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other employee, plus four (4) spaces for visitors. Additionally, for High Schools, one (1) space per eight (8) students, based on the maximum number of students attending classes at any one time.

37. *Shopping Center*. One (1) space per 200 square feet net retail floor area for the first 1000 square feet, plus four (4) spaces per each additional 1000 square feet, plus additional spaces for any restaurants, theaters, personal service establishments, and offices as determined by the requirements of this section.

Commented [PD48]: Combine with retail

38. *Theater, Auditorium, or Convention Center*. One (1) space per four (4) seat plus one (1) space per two (2) employees.

Commented [PD49]: Based on Occupancy

39. *Vehicle Sale, Rental, and Ancillary Service Establishment*. One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but not less than five (5) spaces minimum.

40. *Veterinary Clinic*. One (1) space per one hundred (100) square feet of gross floor area exclusive of that area to house animals.

Commented [PD50]: office

41. *Warehouse, Storage, and Mini-storage*. Four (4) spaces per 1000 square feet of net floor area of office space associated with the use plus one (1) space per employee and/or two (2) spaces for a resident manager.

42. *Wholesale Trade Establishment*. One (1) space per 1.5 employees, plus one (1) space per company vehicle, but with a minimum of one (1) space per 1000 square feet of gross floor area.

Commented [PD51]: Combined with industrial

43. *Miscellaneous Uses*. Where no specification is set forth herein for a specific use, parking requirements for such uses shall be based on facility usage by visitors, patrons, and/or customers plus employees, or as otherwise determined by Zoning Administrator. At the discretion of the Zoning Administrator, the applicant may be required to submit a parking impact study for uses for which regulations are not hereinabove provided.

Commented [PD52]: Based on Occupancy

54. *Disabled Spaces*. Minimum disabled space requirements shall be in accord with the table below unless ADA requirements for the use stipulate otherwise:

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Less than five (5) total spaces: 0

Five (5) to fifty (50) spaces: 1

Fifty-one (51) to 100 spaces: 2

One-hundred one (101) spaces to two hundred (200) spaces: 3

Over two hundred (200) spaces: 3, plus 1 for each additional 100 spaces

Commented [PD53]: Accessible parking is controlled by the Virginia building code. Citing it in the Zoning Ordinance is unnecessary and creates potential conflicts

(Ord. No. 2004-02.04, Art. 8, § E, 2-17-04; Ord. No. 2005-01.03, 1-4-05; Ord. No. 2010-09.02, 9-7-10)

F. - Off-Street Loading Spaces.

Off-street loading spaces are not required. However, if spaces are provided, they must meet the following requirements:

1. All off-street loading spaces shall be located on the same lot as the use served.
2. Off-street loading spaces may be provided cooperatively for two or more uses, as long as the contractual arrangements for the permanent availability of such spaces meet the standards set by the Zoning Administrator.
3. All off-street loading space shall be provided with safe and convenient access to a street. If such space is located contiguous to a street, the street side thereof shall be curbed, and ingress and egress shall only be provided through such a curbed driveway.
4. No off-street loading area shall be used to satisfy the space requirement for any off-street parking facilities, and no loading area shall be so located as to interfere with the free circulation of vehicles in any off-street parking area.
5. No motor vehicle repair work, with the exception of emergency service, shall be permitted in any space designated as off-street loading area.
6. All off-street loading areas, including aisles and driveways, shall be constructed and maintained with a dustless (concrete or bituminous concrete) surface, except as otherwise permitted for heavy equipment storage for industrial uses.

Commented [PD54]: Restated in combined section

(Ord. No. 2004-02.04, Art. 8, § F, 2-17-04)

G. - Stacking Lane Requirements.

1. Stacking spaces shall be required for any use having drive-through or drive-in-facilities.
2. Stacking spaces shall be a minimum of ten feet in width and eighteen feet in length, and shall be designed so as not to impede on- and off-site traffic movements.
3. Stacking lanes and spaces shall be separate from other circulation aisles and parking spaces.
4. Stacking lanes shall be separated from other on-site parking and circulation lanes by a raised median or other acceptable method to ensure the adequate channeling and safety of traffic movements.
5. Computation of required stacking spaces: The following minimum stacking space requirements shall be provided in accordance with the following schedule:
 - a. Eating and fast food establishments: Ten (10) stacking spaces, with distance as measured from the closest drive-through window.
 - b. Car washes: Three (3) stacking spaces per car wash bay.
 - c. Financial institutions: Eight (8) stacking spaces for the first drive-through window and four (4) stacking spaces for each additional window.
 - d. Other uses: For uses not specifically provided for herein, the Zoning Administrator shall make the final determination regarding the number of required stacking spaces.

Commented [PD55]: Redundant

(Ord. No. 2004-02.04, Art. 8, § G, 2-17-04)

H. - Disabled Parking Space Requirements.

1. Disabled parking spaces shall be required at the rate of three percent (3%) of the first 200 parking spaces required for any use.

2. For uses which provide parking for more than 200 spaces, six (6) disabled spaces shall be provided for the first 200 parking spaces, plus one (1) percent of the required spaces in excess of 200 parking spaces.
3. Notwithstanding the above, all disabled parking space requirements shall conform with current ADA regulations.
4. Perpendicular disabled parking spaces shall be 13 feet wide and 18 feet long, including a 5 foot width for the delineation of aisles for access to vehicle, provided that two disabled spaces may share the same 5 foot access aisle. Spaces shall be located as close as possible to the primary building entrance(s).
5. No more than four (4) disabled spaces shall be grouped together within a parking lot.
6. Inclined access ramps shall be provided and designed to promote safe access from both sides of a vehicle directly to a sidewalk. Ramps shall have a minimum width of five (5) feet and a maximum slope of one unit vertical in twelve units horizontal (1:12), provided that if current ADA requirements for disabled space access are more restrictive, then ADA standards and criteria shall apply. These ramps should also provide suitable accessibility to vans.
7. All disabled parking spaces shall be clearly identified by the placement of above-grade signs, with minimum height of four (4) feet and a maximum height of seven (7) feet. Signs and parking spaces shall comply with Va. Code §36-99.11.

(Ord. No. 2004-02.04, Art. 8, § H, 2-17-04; Ord. No. [2018-12.01](#), Art. 8, § H, 12-4-18)

I. - Private Streets, Travelways and Combined Travelways and Parking Bays.

1. Private streets in any residential single-family subdivision may be approved only by the Planning Commission. Private travelways and combined travelways/parking bays in townhouse, apartment and non-residential development may be allowed as a part of the site plan approval process.
2. Private streets, travelways, and combined travelways/parking bays (lots) are intended to provide on-site vehicular circulation and parking for projects such as townhouse and multi-family development, commercial shopping centers and freestanding uses, and other uses requiring a site plan for which public streets and parking is not deemed necessary. Private streets, travelways, and combined travelways/parking bays shall be limited to serve primarily non-through, fixed-traffic generating internal vehicular circulation conditions related to a particular site plan use and which, further, do not adversely affect the transportation objectives of the Comprehensive Plan or limit the ability of the City to provide for future public street improvements where such private facilities are proposed.
3. Private streets, travelways and combined parking bays/travelways shall be designed based on the projected traffic demands for a given facility, and, further, shall comply with the standards and criteria of the Zoning Administrator and the Subdivision Ordinance. The engineer or architect submitting a site plan shall provide a detailed traffic impact analysis and transportation improvements plan which provides analysis and specifications for pavement widths, street geometry, pavement design, signage, signalization, and private ingress/egress easement requirements.
4. Easements of ingress and egress shall be granted for public emergency vehicles and private maintenance vehicles.

(Ord. No. 2004-02.04, Art. 8, § I, 2-17-04)

Commented [PD56]: Accessible parking is controlled by the Virginia building code. Citing it in the Zoning Ordinance is unnecessary and creates potential conflicts.

Commented [PD57]: Unnecessary

Commented [PD58]: Unnecessary and redundant

Commented [PD59]: Restated