



# PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS STUDY

## PHASE 2 - COMMERCIAL USES

### Summary of Approved Text Amendment

#### Parking Requirements

	HOTEL		OFFICE		SPECIFIC COMMERCIAL		RESTAURANT	
	Min	Max	Min	Max	Min	Max	Min	Max
	Per room		Per 1,000 sf		Per 1,000 sf		Per 1,000 sf	
<b>Within</b> Enhanced Transit Area	.2	.4	.25	1.50	.25	3.0	1.0	3.0
<b>Beyond</b> Enhanced Transit Area	.25	.7	.75	2.25	.75	4.0	1.0	4.0

#### Notes

1. See attached map for boundaries of the Enhanced Transit Area
2. Requests for less parking than the minimum and more parking than the maximum must be approved through a Special Use Permit.
  - Until a Locally Preferred Alternative is approved for transit along the Duke Street Corridor, the maximum ratios for “Beyond Enhanced Transit Area” may be used without a SUP.
3. Specific Commercial includes the following uses as defined in the Zoning Ordinance:
  - Animal care facility
  - Convenience store
  - Day care center
  - Light assembly, service and crafts
  - Massage establishment
  - Personal Service Establishment
  - Private school, commercial
  - Retail shopping establishment
4. The area used for outdoor dining shall be included in determining the parking requirement for a restaurant, with the exception that the area for up to 20 seats may be excluded.

#### Parking Exemption

Nonresidential uses that have a minimum parking requirement of 2 spaces or less shall be exempt from providing the spaces.

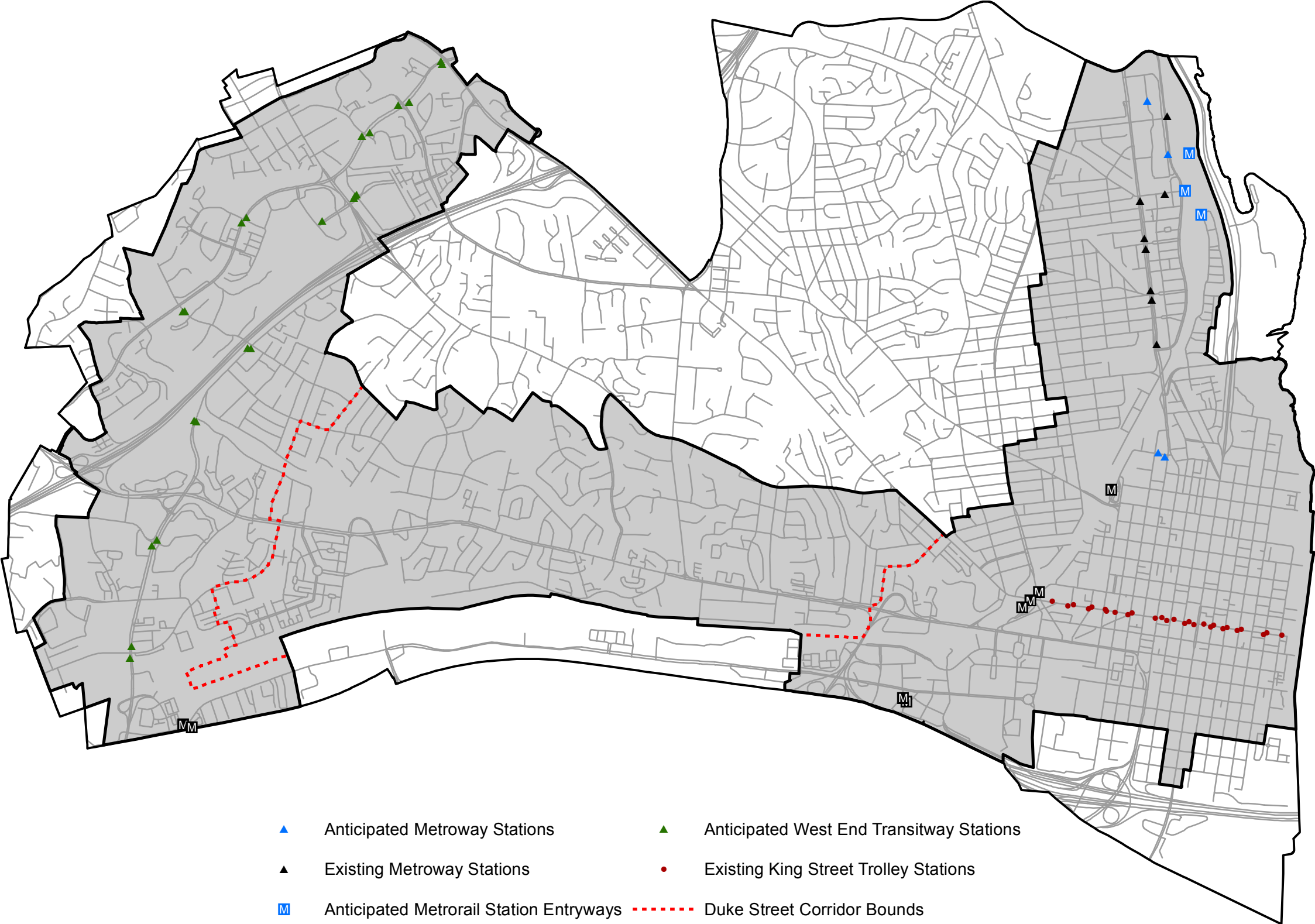
#### Shared Parking

- Two or more uses with different peak parking times can be administratively approved for shared parking under the new process outlined in Section 8-100(A)(7).
- Parking within 1,000 feet is eligible to satisfy the parking requirement.

*For specific details please refer to amended text in Article VIII of the Zoning Ordinance.*

# Enhanced Transit Area Map for Commercial Parking Requirements

The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial for redevelopment. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Transit Area. The Enhanced Transit Area minimums will remain applicable.



- ▲ Anticipated Metroway Stations
- ▲ Existing Metroway Stations
- Anticipated Metrorail Station Entryways
- Existing Metrorail Station Entryways
- ▲ Anticipated West End Transitway Stations
- Existing King Street Trolley Stations
- Duke Street Corridor Bounds
- Potential Enhanced Transit Area

