

The City of Alexandria Parking Ordinances

4-1407 Parking (Neighborhood Retail Zone, Arlandria). The parking requirements of article XIII of the zoning ordinance and with an administrative permit granted by the director of planning and zoning, the following provisions shall apply as to off-street parking:

(A) In order to maintain the existing supply of private off-street parking spaces, these spaces shall be retained and may be shared until such time as centralized parking facilities are constructed. Such shared arrangements shall be reviewed and approved by the director of planning and zoning;

(B) Existing restaurants may add up to 16 outdoor dining seats with no additional off-street parking requirement;

(C) When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change in use which has a greater parking requirement than the previous use and is located within 500 feet of a public parking lot or facility and when the development proposal complies with the design and retail guidelines, no additional off-street parking is required subject to review and approval by the director of planning and zoning;

(D) The on-site parking requirement for newly constructed buildings or additions to existing buildings of up to 5,000 square feet shall be 40 percent of the requirement in article VIII, provided the subject property is located within 500 feet walking distance of a public parking facility;

(E) Newly constructed buildings, except for buildings to be occupied by live theater, with greater than 5,000 square feet or more than 500 feet from a public parking facility shall provide the off-street parking required by article VIII of the zoning ordinance;

(F) Newly constructed residential apartment units shall provide at least one on-site, off-street parking space per unit.

6-107 Parking requirements (Public Open Space and Community Recreation Zone). Off-street parking requirements applicable to the permitted and special uses in the POS zone are set forth in Article VIII. Parking for temporary uses shall be as specified in the approval therefore. In addition, all parking areas located within the POS zone shall comply with the following standards:

(A) No parking areas shall be located within any required yard, and a maximum of 50 percent of any front yard may be devoted to parking, if compatible with adjacent front yards.

(B) All parking areas shall be landscaped in a manner consistent with the natural setting to be maintained in the POS zone.

6-604 Parking requirements (Mount Vernon Avenue). The provisions of article VIII of this ordinance shall apply within the overlay zone the following additions and modifications:

(A) The requirements of sections 8-200(F)(1) and (2) regarding provision of parking as a result of a change of use, a significant enlargement or a significant alternation shall not apply if the use after the change, enlargement or alteration is a retail establishment.

(B) Outdoor dining requires no parking for the first 16 seats.

(C) Outdoor food and crafts markets shall have no parking requirement, and may, like other permitted temporary uses approved by the director, occupy areas with required parking spaces for their limited duration.

(D) For form based development pursuant to section 6-606, parking additions or modifications are provided in that section.

6-606 Form based development (Mount Vernon Avenue). The following system for new development within the overlay zone has been designed to supplement and substitute for the conventional zoning rules found in the CL zone in order to assure that new buildings and additions to existing buildings include the most desirable characteristics of Mount Vernon Avenue and are compatible with existing buildings in the area. Form based development provides an option for developers and property owners who choose to build pursuant to the following standards instead of the rules for development under the CL zone.

(A) *Waiver of CL zone rules.* The area and bulk requirements of the CL zone shall not apply for development for which a form based development SUP is approved.

(B) *Eligible construction.* Any new construction or addition to an existing building that exceeds 1,000 square feet may apply for a form based development special use permit.

(C) *SUP procedure.* An application for form based development SUP shall follow the procedures and application requirements for special use permits pursuant to section 11-500.

(D) *Eligible land parcels.* The land that is the subject of an application for form based development SUP shall be a lot within the overlay zone that has frontage on Mount Vernon Avenue and that conforms to the following:

(1) *Historic buildings.* Each building listed as a contributing building in the records of the National Register of Historic Places for the Town of Potomac Historic District and over 750 square feet in size shall be retained.

(2) *Consolidation of lots.*

(a) Consolidation of lots for the purpose of development is permitted only in extraordinary circumstances because the form based development standards are based on the size of typical, existing lots and reflect the historic development pattern.

(b) An applicant for form based development who proposes the consolidation of lots for development shall demonstrate by clear and convincing justification that the resulting development achieves a design, mass, scale and configuration which are more consistent with the form based development standards than would be possible without consolidation.

(c) An applicant for form based development who proposes to consolidate a CL-zoned lot without frontage with a lot with frontage on Mount Vernon Avenue shall demonstrate by clear and convincing justification that the resulting development achieves a design consistent with and meets the goals of the form based development standards to a greater extent than would occur without consolidation and that the impact on adjoining residential development is no greater than would occur without consolidation.

(E) Standards and requirements for form based development. An application for form based development SUP shall be reviewed for consistency and compliance with the following:

- (1) The standards for SUP approval in section 11-500.
- (2) Chapter 6 of the Mount Vernon Avenue Business Plan, as adopted as part of the Potomac West Small Area Plan, which includes the city's goals for the urban design and streetscape elements for buildings on Mount Vernon Avenue, and enumerates both general and specific elements for applicants to follow related to, without limitation, building height, setbacks, coverage, buffering, access and parking locations, facade treatment and articulation, scale and massing, and architecture.
- (3) The following specific rules regarding open space and parking based on the size and scope of development:
 - (a) *Tier 1: Lots of 7,000 square feet or less.*
 - (1) *Open space.* The undeveloped land resulting from the building coverage in chapter 6 of the Mt. Vernon Avenue Business Area Plan should be located, designed and planted so as to serve as an amenity for residents and users of the building.
 - (2) *Parking.* The parking requirements of Section 8-200 (a) shall not apply for land locked interior lots and may be reduced for corner lots and lots with rear access as part of the form based development SUP review process.
 - (b) *Tier 2: Lots of 7,001--15,000 square feet.*
 - (1) *Open space.* A minimum of 15 percent of the lot area shall be provided in open and usable ground level open space. The provision of additional open space at ground level and in the form of roof tops, terraces or similar non-ground level open space is strongly encouraged.
 - (2) *Parking.* For residential uses, a minimum of one space for each dwelling unit is required. For any other use, a minimum of 50 percent of the number of parking spaces otherwise required under section 8-200 of this ordinance shall be provided, plus such additional number as is feasible consistent with achieving the goals of chapter 6 of the Mount Vernon Avenue Business Area Plan.
 - (c) *Tier 3: Lots of greater than 15,000 square feet:*
 - (1) *Open space.* A minimum of 25 percent of the lot area shall be provided in open and useable ground level open space that is publicly visible and consolidated in a size and location appropriate for the size and type of project being proposed. The provision of additional open space at ground level and in the form of roof tops, terraces or similar non-ground level open space is strongly encouraged and may be required.
 - (2) *Parking.* The parking requirements of section 8-200 are not waived. Parking sufficient to meet the full requirement of the project shall be provided.
 - (3) *Additional requirements.* Tier 3 projects are expected to represent the highest standards of building design and materials, site layout and orientation, provision of open space, and the ability to be integrated into the scale, character and context of the existing neighborhood. To achieve this standard, additional requirements suitable for the size, scope and type of project may be imposed consistent with chapter 6 of the Mount Vernon Avenue Business Area Plan.
- (F) *Degree of compliance.* An application for form based development shall meet or exceed each of the above standards and guidelines fully, specifically and rigorously. Any failure to meet the above standards will result in the denial of an application unless a deviation is approved as provided herein. Deviation from any of the standards of section 6-606(E) shall be explained in narrative as well as graphic form and supported by design and rationale demonstrating that the proposal achieves the goals of the Mount Vernon

Avenue Business Area Plan to the same extent as strict compliance with the standard and/or guideline from which deviation is requested. Each such deviation shall be specifically approved by city council as part of the form based development SUP. Any request for a deviation shall be clearly identified in the notice provision under section 11-300.

6-703 Parking requirements for residential uses (King Street Urban Retail Zone). Notwithstanding any contrary provisions of this ordinance, for residential uses, a minimum of one parking space is required for each dwelling unit.

6-704 Accessory apartments (King Street Urban Retail Zone). A maximum of eight apartment dwelling units, located on a floor or floors above retail or commercial uses, shall be permitted as an accessory use. Such apartments shall be categorized as nonresidential for the purpose of applying the area and bulk regulations of this zone, although open space, in the form of balconies, courtyards and rooftop terraces, is strongly encouraged where feasible. Each such apartment shall provide a minimum of one parking space for each dwelling unit, and the parking spaces may be compact size or tandem and parking may be located either on the site or within 500 feet of it.

(C) Standards for administrative permits.

(1) General standards for all administrative uses :

- (a) The application shall be reviewed for compliance with this section 6-706 as well as with applicable provisions of section 11-500.
- (b) The director may determine that administrative approval is not appropriate and that special use permit approval shall be required if the applicant fails to consent to the conditions of the administrative permit or if after consultation with the police department it is determined that there are documented criminal or nuisance activities or zoning ordinance violations at the proposed location or with the proposed operator.
- (c) The administrative permit shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest. Any change in the ownership of the use that is the subject of the administrative permit may be transferred administratively with the approval of the director pursuant to the requirements of section 11-503(F) of this ordinance.
- (d) The applicant shall encourage its employees to use mass transit or to carpool when traveling to and from work, by posting information regarding DASH and METRO routes, the location where fare passes for transit are sold, and advertising of carpooling opportunities.
- (e) The applicant shall require its employees who drive to work to use off-street parking.
- (f) The applicant shall participate in any organized program to assist with both employee and customer parking for businesses, such as the Park Alexandria program, that is formed as a result of suggested parking strategies in the King Street retail strategy.
- (g) The applicant shall install signs inside the building indicating the location of off-street parking in the area, post similar information on the business' website and otherwise inform customers about the parking.

(h) Trash and garbage shall be stored inside the building or in sealed containers that do not allow odors to escape or invasion by animals. No trash and debris shall be allowed to accumulate outside of those containers.

(i) The applicant shall contact the crime prevention unit of the Alexandria Police Department for a security survey and robbery awareness program for employees prior to the operation of the business.

(j) Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be monitored and cleaned up at least twice during the day and at the close of the business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is in operation.

(k) No amplified sound shall be audible at the property line.

(l) The administrative permit approved by the director pursuant to this section 6-706 shall be displayed in a conspicuous and publicly accessible place. A certificate provided by the city shall inform the public of its right to examine the list of standards associated with the permit. A copy of the list of standards associated with the permit shall be kept on the premises and made available for examination by the public upon request.

(m) Improvements may be required to the facade or the front of the business establishment, including landscaping and site improvements, consistent with the King Street retail strategy as adopted as part of the master plan, and as determined by the director to be necessary and appropriate to achieve the design and streetscape objectives of that strategy.

(n) The director may require conditions additional to those listed in the standards of this section if the director finds it to be reasonable to support the use and its compatibility with surrounding uses and the neighborhood.

(2) Specific standards for valet parking.

(a) The applicant shall submit a detailed plan for approval by the director and the director of transportation and environmental services. The plan shall include the following at a minimum:

(1) The location of the drop off area as well as the location for the parked vehicles to be stored;

(2) The proposed days and hours of operation of the valet parking plan;

(3) The number of spaces available at the vehicle storage site, which shall be of sufficient capacity for the use or uses from which vehicles will be valeted;

(4) Adequate assurance that the owner and operator of the vehicle storage site are agreeable to the proposed valet plan;

(5) The size and design of the drop off site and identification of any on street parking spaces that will be lost during the period that the valet parking plan is in effect, such spaces to be kept to a minimum;

(6) Demonstration that the location of the drop off site will not interfere with traffic, remaining parking, bus stops, or transit passengers or pedestrians;

(7) The proposed graphics for the drop off site, including signage and uniformed staff, with sufficient visibility but designed to be compatible with the streetscape as determined by the director;

(8) The proposed number of attendants, which shall be sufficient to adequately staff the operation; and

(9) If the proposed valet plan includes more than one business, the identity of the party or entity responsible for compliance with the approved valet parking plan.

(b) No vehicle shall be parked or temporarily stored by an attendant on streets, alleys, or sidewalks.

(c) No structures are permitted in conjunction with a valet parking program, unless associated with a shared parking program among several businesses, and only after the design is reviewed for comment by the Old and Historic Alexandria district board of architectural review.

(d) An approved permit for a valet parking operation shall be valid for an initial six month period, after which it shall be reviewed for compliance with these standards and for its effectiveness in handling the drop off, ferrying, parking and retrieving of vehicles efficiently and effectively, and without undue interference with non-valet parking and traffic. If, on review, the directors determine that the valet parking program has operated successfully and in compliance with its permit, then the permit shall be extended indefinitely, with a similar review to occur at the end of each one year period from that point forward. As part of the initial or annual review under this paragraph, the directors may require the operator to adjust the features of the program or, alternatively, to apply for a special use permit if there are concerns about the effectiveness, success or impacts of the valet parking program.

(e) The provisions of section 8-300 of this ordinance, requiring an SUP for valet parking, shall not apply for valet parking approved under this section 6-706(C)(3). In addition, a permit approved under this section may authorize valet parking to displace otherwise required parking spaces, notwithstanding the requirements of section 8-200, if it is determined that those spaces are not in demand during the times that the valet parking program will be in effect and that the use of the spaces for the valet parking program will reduce potential parking congestion on the public streets.

7-1101 (Restrictions on parking trailers in any zone). The parking of a trailer in any zone is hereby prohibited with the following exceptions:

(A) One trailer may be parked or stored in a lawful, enclosed garage, provided that no living quarters or business premises shall be maintained in such trailer.

(B) Trailers used as contractors' offices or equipment sheds may be parked on the site of an active construction project for the duration of construction authorized by an approved building permit.

(C) Trailers used for temporary nonresidential purposes such as classrooms, banks, offices, or similar activities may be parked on a lot provided approval of a special use permit has first been obtained.

7-1102 (Restrictions on parking recreational vehicles in residential zones).

Recreational vehicles may be parked in any residential zone only on a lot occupied and used for single, two-family or townhouse dwelling purposes and only subject to the following:

(A) The total length of any such recreational vehicle shall not exceed 25 feet in the R-8, R-12 and R-20 residential zones and 20 feet in all other residential zones;

(B) Not more than one recreational vehicle shall be permitted for each single-family dwelling, except that any number of such recreational vehicles may be permitted if parked within an approved, enclosed garage or storage building; and

(C) Any such recreational vehicle shall be unoccupied and parked behind the front building line or within an approved, enclosed garage or storage building.

ARTICLE VIII. OFF-STREET PARKING AND LOADING

[Sec. 8-100 Off-street parking required.](#)

[Sec. 8-200 General parking regulations.](#)

[Sec. 8-300 Central business district.](#)

[Sec. 8-400 King Street Transit Parking District.](#)

[Sec. 8-500 Waterfront parking exemption.](#)

[Sec. 8-600 Motor vehicle parking or storage in the RM zone.](#)

Sec. 8-100 Off-street parking required.

(A) (1) *General requirement.* No land shall be used or changed in use, no structure or building shall be constructed, and no existing structure or building shall be changed in use, significantly enlarged or significantly altered as those terms are defined in section 8-200(F)(4), unless the off-street parking required by this Article VIII is provided for the entire land, structure or building.

(2) *Special requirement.* No existing building or structure shall be enlarged as that term is defined in section 8-200(F)(4) unless the off-street parking required by this Article VIII is provided for such enlargement.

(3) *Statutory exception.* Land, buildings or structures actually in use or constructed as of January 27, 1987, and prior thereto are exempted from the requirements of this Article VIII to the extent provided in section 8-200(F).

(4) *Reduction of requirement by special use permit.* A special use permit may be obtained pursuant to section 11-500, which authorizes the provision of less off-street parking than is otherwise required by this Article VIII, subject to the following:

(a) The special use permit applicant shall demonstrate that providing the required parking would be infeasible.

(b) If the requested reduction exceeds five parking spaces, the special use permit applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.

(c) City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in section 11-504.

(d) A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances.

(5) **Alternative reduction of requirement.** Required parking may be reduced in conjunction with the provision of low and moderate income housing as provided in section 7-700, and required parking may be reduced or waived where alley or interior court access is infeasible, in the RM zone pursuant to section 3-1107 and in the Old and Historic Alexandria District, Parker-Gray District, Town of Potomac Historic District, Rosemont Historic District and for designated buildings over 100 years old, pursuant to section 8-200(C)(5).

(B) It shall be unlawful to diminish the off-street parking facility required for any structure or premises by this Article VIII, unless another such facility, meeting all the requirements, is substituted.

(C) Notwithstanding the requirements of this Article VIII, those projects subject to approval under section 11-700 regarding Transportation Management Special Use Permits shall be required to provide for parking and loading in compliance with that section and the approved special use permit.

(Ord. No. 3620, § 1, 3-20-93; Ord. No. 3713, § 3, 3-19-94)

Sec. 8-200 General parking regulations.

(A) **Schedule of requirements.** The following number of parking spaces shall be provided for each use listed. In the case of any use not listed in this section 8-200(A), the requirements of the most similar listed use shall apply. The requirements of this section 8-200(A) may be reduced when special zoning allows parking reductions and the required approvals of the director and the director of transportation and environmental services have been obtained and the conditions of said approval are complied with.

(1) **Single-family detached, two-family and row or townhouse dwellings:** two (2.0) spaces per dwelling unit for single-family detached, two-family, and townhouse dwellings.

(2) **Multifamily dwellings.**

(a) One and three-tenths (1.30) spaces for each unit up to and including one bedroom unit.

(b) One and three quarters (1.75) spaces for each two bedroom unit;

(c) Two and two-tenths (2.20) spaces for each three bedroom unit or larger.

(3) **Boardinghouses and rooming houses:** one space for each four guest rooms; provided, that the number of off-street parking spaces for any rooming house or boarding house authorized by a special use permit granted by city council after December 12, 1987, shall be determined by council when granting, and shall be as set forth in, the special use permit.

(4) **Tourist homes:** one space for each two guest rooms.

(5) **Hotels or motels:** one space for each guest room or dwelling unit except that for buildings over three stories in height, one space for each two guest rooms or dwelling units; provided, that on sites for which preliminary site plans have been approved after July 6, 1966, one space for each guest room or dwelling unit plus one employee parking space for each 15 guest rooms or dwelling units or major fraction thereof. See also section 8-200(B)(21).

(6) **Hospitals, nursing homes, sanitariums and convalescent homes:** one space for each two patient beds.

- (7) *Community buildings, fraternal organizations, civic clubs, lodges, museums, libraries and similar uses:* one space for each 200 square feet of floor area.
- (8) *Theaters, auditoriums, assembly halls and restaurants:* one space for each four seats except that for restaurants used to serve employees, but not the general public, of a multi-story office building of four stories or more in height and located entirely within such building with no direct ingress or egress to the restaurant from the exterior of the building except those required for service and emergency purposes and without any sign identifying such restaurant from the exterior of the restaurant or building: one space for each eight seats. Provided that this exception shall be permitted only with a special use permit.
- (9) *Clinics, medical or dental:* one space for each 200 square feet of floor area.
- (10) *Churches:* one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.
- (11) *Schools, elementary:* one space for each 25 classroom seats. Schools, high: one space for each ten classroom seats. Schools, day nursery or nursery: two spaces for each classroom. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft and the like: one space for each two seats.
- (12) *Automobile service stations:* one space for each gasoline pump.
- (13) *Amusement enterprises (indoor):* one space for each 200 square feet of floor area on all floors.
- (14) *Amusement enterprises (outdoor):* one space for each 400 square feet of lot area.
- (15) *Homes for the elderly:* one space per each two units plus one space for each two guest rooms, except for homes for the low income elderly, one space per each four units plus one space for each four guest rooms only with a special use permit.
- (16) *Retail uses:* the required number of parking spaces shall be determined by Table A.
- (17) *Nonretail uses, including, but not limited to, personal service shops, equipment and repair businesses and the like:* one space for each 400 square feet of floor area.

Retail uses: the required number of parking spaces shall be determined by the following table:

TABLE INSET:

Total Floor Area in Square Feet per Floor		Required Number of Parking Spaces per Given Square Feet of Floor Area												
Not Less Than	Not More Than	Ground floor Parking Districts						Other Floors Parking Districts						6
			1	2	3	4	5	6	1	2	3	4	5	
--	1,500	1 per 200	1.1 per 200	1.2 per 200	1.2 per 200	1.2 per 200	1 per 200	1 per 300	1.1 per 300	1.2 per 300	1.2 per 300	1.2 per 300	1 per 300	
1,500	5,000	1 per	1.1 per	1.2 per	1.2 per	1.2 per	1 per	1 per	1.1 per	1.2 per	1.2 per	1.2 per	1 per	

		210	210	210	210	210	210	310	310	310	310	310	310
5,000	20,000	1 per 220	1.1 per 220	1.2 per 220	1.2 per 220	1.2 per 220	1 per 220	1 per 320	1.1 per 320	1.2 per 320	1.2 per 320	1.2 per 320	1 per 320
20,000	--	1 per 230	1.1 per 230	1.2 per 230	1.2 per 230	1.2 per 230	1 per 230	1 per 330	1.1 per 330	1.2 per 330	1.2 per 330	1.2 per 330	1 per 330

(18) *Office buildings, including commercial, governmental and professional:*

(a) The required number and type of parking spaces shall be determined by the following table:

In Parking Districts

(spaces required/square feet of floor area)

TABLE INSET:

	1	2	3	4	5	6
Minimum	1/500	1/450	1/475	1/475	1/475	1/600
Minimum car pool space set aside	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.

(b) The car pool parking spaces required by section 8-200(A)(18)(a) above to be provided in conjunction with an office building shall be reserved for car pool vehicles until 10:30 a.m. on work days. Each space so reserved and provided without charge for car pool vehicles may be counted as three spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a car pool shall mean three or more people traveling together on a continuing and prearranged basis in a private motor vehicle. Each space similarly reserved and provided without charge for van pool vehicles may be counted as eight spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a van pool shall mean eight or more people traveling together on a continuing and prearranged basis in a motor vehicle designed for the transportation of persons. The provision of transit fare media (flash passes, tickets and tokens) at 100 percent subsidy to occupants of an office building may be used to reduce the required number of parking spaces on the basis of one space for each two persons for whom such

transit fare media are provided on an annual basis. The total reduction attributable to the provision of car pool vehicle parking spaces, van pool vehicle parking spaces, and transit fare media shall not exceed 30 percent of the total number of parking spaces required by section 8-200(A)(a) above. Compliance with these provisions allowing reductions in the number of required parking spaces where car pool and van pool spaces are provided without charge and where subsidized transit fare media are provided to building occupants shall be established in an annual report prepared by the office building owner or occupant and submitted to the director. Failure to adhere to these provisions shall result in disallowance of the credit allowed hereunder to the extent of the failure to adhere.

(19) *Industrial warehouse building:*

(a) Where 75 percent or more of the floor area of the building is used for long-term storage the following provisions shall apply: one space for each 400 square feet of office area of all floors, in addition to the following requirements:

TABLE INSET:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area
Not Less Than	Not More Than	
--	5,000	1 space per 2,500 square feet (or one per floor whichever is greater)
5,000	10,000	1 space per 3,000 square feet (or one space per floor whichever is greater)
50,000	--	1 space per 7,000 square feet (or one space per floor whichever is greater)

(b) For the purpose of this section 8-200(A)(19), long-term storage shall mean the storage of items for more than 30 days.

(20) *Industrial buildings used for other than long-term storage purposes:*

(a) One space for each 400 square feet of office area of all floors, in addition to the requirements of the following table:

(b) The parking requirements for industrial uses in this section 8-200(A)(20) shall be considered sufficient for industrial users having a maximum of 20 employees.

(c) Additional parking shall be required at a rate of one parking space for each three employees in excess of 20.

(d) Parking requirements shall at no time be considered sufficient for any other use of the premises, and additional spaces shall be provided to meet requirements when there is any change to a different industrial use or to a commercial use.

TABLE INSET:

Total Floor Area in Square Feet per Floor (excluding office floor area)		Required Number of Parking Spaces per Given Square Feet of Floor Area Parking Districts						1	2	3	4	5	6
Not More Than	Not Less Than												
--	5,000	1 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.						
5,000	10,000	1 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.						
10,000	--	1 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.						

(21) Hotels within parking district 1 shall provide a minimum of .7 parking space per room and one parking space per each eight restaurant and meeting room seats. For purposes of this section 8-200(A)(21), a room shall be defined as an enclosed, private and secure area designed to provide overnight accommodation to not more than four persons.

(B) *Loading and unloading areas required.*

(1) Separate from the required off-street parking requirements of section 8-200(A) and on the same premises with every building or structure erected and occupied for manufacturing, storage, warehouse, goods display, retail store, whole sale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate off-street space for standing, loading and unloading purposes.

(2) At least one off-street space shall be provided for each 20,000 square feet of floor area or fraction thereof used or intended to be used for any of the above purposes; provided, that this provision shall not apply to buildings or structures containing less than 2,500 square feet of floor area.

(3) Such off-street loading space shall be a minimum of 12 feet in width, 14 1/2 feet in clearance height and a depth sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than 25 feet.

(4) All loading and unloading berths shall be surfaced with a bituminous or other dust-free surface, and if the loading berths front on a public street, the trucks shall at no time project onto the sidewalk or street.

(5) This section 8-200(B) shall not apply to buildings erected or occupied prior to June 25, 1963, unless there is an increase in floor area of more than 33 percent.

(C) *Location of parking facilities.*

(1) For all single-family detached and two-family residential dwellings, required off-street parking facilities shall be located on the same lot as the main building.

(2) For all multifamily dwellings, required off-street parking facilities shall be located on the same lot as the main building lot, on a lot separated from the main building lot by an alley or directly across the street from the main building when separated by a minor local street only.

(3) For all commercial or industrial uses, the distance from the off-street parking facility to the commercial or industrial use which it serves shall not exceed 500 feet from the nearest corner of the lot containing the structure to the nearest usable portion of the lot used for parking, provided that such off-street parking facility shall be permitted on land in a commercial or industrial zone only.

(4) For all other uses, including, but not limited to churches, private and fraternal clubs, private and public schools and social service buildings, such required off-street parking shall be located on the same lot as the main building or on a lot immediately contiguous to the main building lot; except, that off-street parking may be permitted within 300 feet with a special use permit.

(5) *Access to parking, required or otherwise,* shall be limited as follows:

(a) Within the Old and Historic Alexandria District, access to all parking shall be provided from an alley or interior court. Upon a finding by the planning commission or director that it is clearly not feasible to provide such access, a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director.

(b) Within the Parker-Gray District, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Parker-Gray District board of architectural review. The board of architectural review shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the developed blockface. The decision of the board of architectural review may be appealed to city council pursuant to section 10-207. If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review, or, if no site plan is required, by the director.

(c) For buildings or structures over 100 years old designated for preservation pursuant to section 10-300, access to all parking shall be provided from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Old and Historic Alexandria District board of architectural review. The board of architectural shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the designated building or structure. The decision of the board of architectural review may be appealed to city council pursuant to section 10-309. If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director. The requirements of this subparagraph shall apply to all the land appurtenant to such designated building or structure, whether comprised of a single lot or multiple lots of record, on the date of designation.

(d) Within the Town of Potomac and Rosemont Historic Districts, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services for review by the director and the director of transportation and environmental services. The approval of both directors constitutes approval of the application. The directors shall review the application for compliance with the criteria of section 5-2-14(c) of the city code, and for the compatibility of the location and nature of the proposed curb cut and associated parking facility with the character and architectural style of the developed blockface. The rejection by either director constitutes a denial of the application. The administrative determination on the application may be appealed to city council. The procedures of section 10-207 shall apply to the extent appropriate to any such appeal.

(e) For land not covered by paragraph (a) through (d) above, approval for a curb cut may be obtained either as part of a site plan approved by the planning commission pursuant to section 11-400 or by administrative approval pursuant to section 5-2-14 of the city code.

(f) It is the express intent of the city that no curb cut be permitted anywhere in the city which does not, at a minimum, meet the criteria of section 5-2-14(c) of the city code.

(6) *Parking, required or otherwise, limited on residential lots.* For all lots containing single-family, two-family or townhouse dwelling uses, there shall be a limit of one vehicle per 1,000 square feet of lot area, not to exceed a maximum of four (4) vehicles per lot parked or stored outside on the lot in question.

(D) *Design of parking spaces and facilities.*

(1) Each required parking space shall be no less than 18.5 feet in length and nine feet in width, except that each required compact car parking space shall be no less than 16 feet in length and eight feet in width for compact car parking spaces, exclusive of driveways and aisles; provided, however, that parking spaces parallel to driveways and aisles shall

be not less than 22 feet in length and eight feet in width for standard cars and 18 feet in length and seven feet in width for compact cars.

(2) Aisles with two-way traffic movement shall be no less than 22 feet in width, unless 45- and 60-degree parking is provided or where parking on both sides of the aisle is for compact cars, in which case said aisles shall be no less than 20 feet in width, or as much additional width as may be required for access of emergency vehicles. Aisles with one-way traffic movement shall be as follows:

(a) Aisles serving 90-degree parking shall be no less than 22 feet in width, except that where parking on both sides of the aisle is for compact cars, the aisle shall be no less than 20 feet in width unless in special circumstances the director of transportation and environmental services and the fire marshal shall approve in writing a reduction in the 20-foot width by not more than two feet for an aisle serving not more than 30 parking spaces.

(b) Aisles serving 45-degree or 60-degree parking shall be no less than 16 feet in width or as much additional width as may be required for access of emergency vehicles.

(c) Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than 16 feet in width. All other aisles serving parallel parking shall be 12 feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.

(3) Each parking space shall be separated with proper striping, or other designation, approved by the department of planning and zoning.

(4) The requirements of section 8-200(D)(2) shall not apply to valet parking facilities when city-approved valet parking is provided.

(5) The driveways and parking spaces required by this section 8-200 shall be smoothly graded, adequately drained and constructed with suitable subgrade, base and surfacing to be durable under the use and maintenance contemplated and so that they can be reasonably used for off-street parking facilities. Any grade transition shall be designed and constructed to prevent undercarriage and bumper guards from dragging. Such parking facilities shall be properly maintained and aisles shall remain open and free for traffic flow.

(6) Means of ingress and egress for the off-street parking facility shall be constructed in accordance with prevailing city standards and remain adequate and unobstructed at all times. The off-street parking facility shall be constructed so that no part of parked vehicles will extend beyond the parking space so as to obstruct walkways, sidewalks, streets or alleys.

(E) **Provision of compact car spaces.**

(1) Parking facilities providing for ten or more required off-street parking spaces for a non-retail use may provide up to 75 percent of the required spaces as compact car parking spaces. Parking facilities providing ten or more required off-street parking spaces for a retail use may provide up to 30 percent of the required spaces as compact car parking spaces. Each compact car parking space shall be adequately signed to indicate the intended use and shall be provided as close as possible to the entrance of the building or structure to which such space is accessory; provided, however, that any parking facility for which a preliminary site plan has been submitted to the director on or before June 24, 1975, shall be treated as an existing parking facility subject to section 8-200(E)(2).

(2) Nonstructured surface parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations; provided that compliance with section 11-410(CC)(5) of the site plan regulations, except for the setback requirement for a parking facility abutting a public road or sidewalk, is demonstrated to the director. If the director determines that the facility does not so comply, said nonstructured surface parking facilities may be restriped for compact car parking spaces only if a site plan has been submitted and approved in accordance with section 11-400 of this ordinance.

(3) Structured parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations without the necessity of complying with section 11-410(CC)(5) of the site plan regulations.

(4) For purposes of this section, a compact car shall mean an automotive vehicle having a width of less than six feet and a length of less than 16 feet.

(5) The parking of vehicles other than compact cars, as defined above, in compact car parking spaces provided by this section 8-200(E) is hereby prohibited. It shall be unlawful for any owner or operator of parking facilities with compact car parking spaces striped in conformance with these regulations to permit any person to park any vehicle other than a compact car in a compact car parking space.

(F) *Prior existing buildings and structures.*

(1) Notwithstanding the provisions of section 8-100 and except as provided in section 8-200(F)(3) below, no off-street parking need be provided for land actually in use on June 25, 1963, for structures or buildings partially or fully constructed as of that date, or for structures or buildings for which a final site plan had been approved or a building permit had been applied for on that date, except as follows:

(a) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered between June 23, 1963, and January 27, 1987, the parking requirements of this Article XIII shall apply only to such change in use, enlargement or alteration; and

(b) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered after January 27, 1987, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, and such requirements shall apply only to the enlargement of the structure or building upon its completion, unless, as of January 27, 1987, a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued, or unless a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(2) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3) below, any change in use in land which had been placed in use between June 23, 1963, and January 27, 1987, and any change in use, enlargement, significant enlargement or significant alteration of a structure or building which had been constructed between those dates shall be governed by the provisions of sections 8-200(F)(1)(a) and (b).

- (3) The provisions of this section 8-200(F) shall not apply to the enlargement, significant enlargement or significant alteration of single-family, two-family or row or townhouse dwellings.
- (4) For purposes of this section 8-200(F), the following definitions shall apply:
- (a) "Significantly altered" and "significant alteration" shall mean the reconstruction, remodeling or rehabilitation of, or other physical changes to, a structure or building, or a portion thereof, over any two-year period, whether or not involving any supporting members of the structure or building and whether altering interior or exterior components of the structure or building, which involves expenditures amounting to 33 1/3 percent or more of the market value of the structure or building, or portion thereof, at the time of the application for an alteration permit.
- (b) "Enlarged" and "enlargement" shall mean an addition to a structure or building which increases its floor area by less than 20 percent. In the case of uses whose parking requirements are determined by a factor other than floor area (e.g., dwelling units, seats, patient beds), these terms shall mean any action which increases this factor by less than 20 percent, whether or not accompanied by an increase in floor area.
- (c) "Significantly enlarged" and "significant enlargement" shall mean an addition, or additions over any two-year period, to a structure or building which increases its floor area by 20 percent or more. In the case of uses whose parking requirements are determined by a factor other than floor area, these terms shall mean any action, or actions over the two-year period, which increases this factor by 20 percent or more, whether or not accompanied by an increase in floor area.
- (5) No single-family, two-family or townhouse dwelling shall be deemed a noncomplying use or structure because it failed to provide two required parking spaces on June 24, 1992, if the dwelling did provide one required parking space on that date.
- (G) *Removal of Parking Space in Old and Historic Alexandria District.* Within the Old and Historic Alexandria District, a non-required parking space on the same lot as a residential building, or on a contiguous lot under common ownership with a residential building, may not be removed if the removal is for the purpose of gaining open space to support a building addition. For the purpose of this subsection, a parking space is an area of land which is at least eight feet by 16 feet and which is either (a) improved as a parking space with brick, concrete, asphalt, gravel, or other covering designed to support a vehicle's weight, or (b) not improved for parking but actually used for parking on at least 90 calendar days within the previous 12-month period.
- (Ord. No. 3620, § 2, 3-20-93; Ord. No. 3650, § 2, 6-22-93; Ord. No. 3713, §§ 4, 5, 3-19-94; Ord. No. 3774, § 2, 1-21-95; Ord. No. 3937, § 1, 6-17-97)

Sec. 8-300 Central business district.

(A) *Boundaries of district.* The boundaries of the central business district shall be as follows: Beginning at a point created by the eastward extension of the centerline of Duke Street to the present established pierhead line in the Potomac River; thence westward along the centerline of Duke Street to the centerline of South Peyton Street; thence northward along the centerline of South Peyton Street to the centerline of King Street; thence westward along the centerline of King Street to the centerline of Harvard Street; thence northward along the centerline of Harvard Street to a point created by the intersection of the westward extension of a line located 109.3 feet north of and parallel to

the northern right-of-way line of King Street; thence eastward along said line extended to the eastern property line of the property located at 1601 King Street; thence south and perpendicular to the northern right-of-way line of King Street at a distance of nine and three-tenths (9.3) feet to a point 100 feet north of the northern right-of-way of King Street; thence eastward along a line 100 feet north of and parallel to the northern right-of-way of King Street to a point created by its intersection with the centerline of West Street; thence northward along the centerline of West Street to the centerline of Queen Street to a point created by the eastward extension of the centerline of Queen Street to the present established pierhead line in the Potomac River; thence southward along said pierhead line to the point of beginning.

(B) *Application of certain requirements.* Within the central business district any lot or group of contiguous lots of record as of June 28, 1983, containing less than 10,000 square feet shall not be subject to the requirements of the following: sections 8-200(A)(9), (11), (12), (16), (17), (18), (19) and (20) and section 8-200(B); provided, however, that any lots subdivided after June 28, 1983, into lots of 10,000 square feet or less and developed or redeveloped individually or as a single entity shall comply with all provisions of sections 8-200(A) and (B). In addition, whenever a parcel or contiguous parcels of land within this area containing over 10,000 square feet or more are redeveloped, or whenever a parcel or contiguous parcels of undeveloped land within this area containing 10,000 square feet or more are developed, the requirements of section 8-200(A) shall apply. In addition, the provisions of section 8-200(A) shall not apply to restaurants. Furthermore, the provisions of sections 8-200(A) and (B) shall not apply within the boundaries of any urban renewal (redevelopment) project located within the central business district and for which project a cooperation agreement between the city and the Alexandria Redevelopment and Housing authority has been entered into nor to city hall nor to public uses (including the art center) which are located in torpedo plant building number two.

(C) *Valet parking.*

(1) Within the central business district, no valet parking operation which involves the pick up, delivery, stacking, storing, parking or unparking of motor vehicles by a valet or parking attendant from, to or on any public right-of-way shall be permitted after July 1, 1987, as, or in connection with, any principal or accessory use of lands, buildings or structures.

(2) The provisions of section 8-300(C)(1) to the contrary notwithstanding, such valet parking operation may be permitted provided that:

(a) The motor vehicles so served are parked, stored and unparked exclusively in an off-street parking facility; and

(b) A special use permit separately authorizing and governing such valet parking operation is applied for and granted pursuant to the provisions of section 11-500 of this ordinance.

Sec. 8-400 King Street Transit Parking District.

(A) *Boundaries of district.* The King Street parking district is hereby defined as being that area described as follows: Beginning at the intersection of the centerline of King Street and the centerline of Peyton Street; thence southwesterly with the centerline of Peyton Street to the centerline of Duke Street; thence easterly with the centerline of Duke Street, 140 feet to a point opposite the northeast corner of the land of Haridge properties

and the northwest corner of the DIP commercial site; thence southerly 33 feet to the corner of Haridge and DIP; thence with Haridge and DIP, 352 feet to the northerly side of the land of Southern Railway System; thence westerly with the northern side of Southern Railway System, 1,040 feet to the land of RF&P Railway System, then with the northern side of RF&P, 1,550 feet to the land of Guiffre and WMATA; thence northeasterly with Guiffre and WMATA through several courses totaling 816 feet to the northeast corner of Guiffre and the south side of Duke Street; thence northerly and perpendicular to the Duke Street centerline, 96.4 feet to the centerline of Duke Street; thence westerly with the centerline of Duke Street, 530 feet to the centerline of Callahan Drive, thence northeasterly with the centerline of Callahan Drive to the centerline of King Street; thence easterly with the centerline of King Street; to the centerline of Commonwealth Avenue; thence northerly with the centerline of Commonwealth Avenue to the centerline of Cameron Street; thence northeasterly with the centerline of Cameron Street, 750 feet to a point opposite the northeast corner of Alexandria Management Corp. and the westerly side of a 12-foot public alley; thence southerly 33 feet to the northeast corner of Alexandria Management Corp., and the alley, thence (parallel to Harvard Street) with the alley and the properties of Alexandria Management Corp., Cassedy and Chapin and Scott, 105.7 feet (passing the end of the alley at 52.85 feet) to the northeast corner of Edwards and the north side of a 10-foot public alley; thence southerly with Edwards and the west side of the 10-foot alley, 124 feet to the northwest corner of Kane and the south side of the ten-foot alley; thence easterly and parallel with King Street alley; thence easterly and parallel with King Street with the south side of the alley and the properties of Kane and Mendleson, 137.2 feet (passing Kane's corner at 91.2 feet) to the west side of Harvard Street and the northeasterly corner of the land of Mendleson, then with the same line 30 feet to the centerline of Harvard Street, 270.16 feet to the centerline of King Street; thence easterly with the centerline of King Street to the point of beginning.

(B) *Requirements.* Within the King Street transit parking district, the following regulations shall apply to off-street parking:

- (1) Office buildings, including commercial, government and professional, shall have one parking space for each 530 square feet of floor area; provided, however, that the required parking may be reduced to not less than one parking space for each 665 square feet of floor area when the applicant, at the time of site plan approval, demonstrates through a parking study to the planning commission, or to the city council on appeal, which appeal may be filed within the time and in the manner prescribed by section 11-409(C), except that any aggrieved party may appeal, that the off-street parking provided is adequate for the site, and that there will be no unreasonable adverse effect on the surrounding residential neighborhoods.
- (2) Single-family, two-family, row or townhouse and multifamily dwellings shall have one parking space per dwelling unit.
- (3) Freestanding retail and service operations shall have one parking space for each 500 square feet of floor area.
- (4) Freestanding restaurants shall have one parking space for each ten seats; except that for carry-out restaurants there shall be no requirement.
- (5) Automobile service stations shall have one parking space for each service bay; except that for self-service operations, there shall be provided one parking space for each employee.

(6) Hotels shall have 0.7 of a parking space for each guest room.
(7) Amusement enterprise shall have one parking space for each 200 square feet of floor area.

(8) Hotel or office building projects with retail, restaurant or amusement enterprises as ancillary uses. No parking shall be required for the first 10,000 square feet of floor area for restaurants, for the first 10,000 square feet of floor area for retail uses and for the first 1,000 square feet of floor area for amusement enterprises; provided, that such uses occupy not more than 25 percent of the total floor area of the mixed use building project. Parking for the excess floor area for such ancillary uses above 25 percent shall be provided at one space for each 1,000 square feet of floor area.

(C) *Valet parking.* By utilizing valet parking as defined in section 2-201, the area of space in any parking facility as measured in square feet may be reduced by no more than 40 percent, subject to review of the director and the director of transportation and environmental services to ensure compliance with the following regulations:

(1) The number of parking spaces required by section 8-400(B) above shall not be reduced; however, the requirements of section 8-200(D)(2) relating to aisles and striping shall not apply.

(2) All required parking shall be located only in a structured parking facility.

(3) Kiosks, fare gates, walkways, customer waiting areas and all other facilities necessary to accommodate valet parking shall be shown on the site plan.

(4) Attendant parking service shall be available for the days and hours required by the director and the director of transportation and environmental services as specified in site plan approval.

(5) No vehicle shall be parked or temporarily stored by an attendant on streets or alleys, including sidewalks, abutting the structured parking facility.

(6) Failure to institute valet parking upon the occupancy of the building for which valet parking is provided or cessation of valet parking after occupancy has commenced as required by section 8-400(C)(4) above shall constitute a violation of this ordinance.

(7) No site plan for a structured parking facility designated for valet parking shall become effective unless and until the owner covenants and agrees, on behalf of itself and its successors in interest, to provide valet parking in accordance with the requirements of section 8-400(C)(4) above in an executed contract to be attached to the approved site plan and kept in city records.

(D) *Design standards.* Within the King Street transit parking district, all off-street parking shall conform to the following parking design standards to the satisfaction of the director:

(1) No less than 75 percent of the parking provided shall be in a structure, unless a special use permit is obtained.

(2) That part of a building fronting directly on a public street, sidewalk, plaza or other public area shall not be used for off-street parking except entrance/exit to the parking facility, except in those cases where the planning commission finds it to be physically impossible to do otherwise.

(3) Any surface parking area shall be landscaped.

(4) Open space shall contain such improvements as benches, walkways and other natural and manmade amenities for the use and enjoyment of residents, visitors and workers.

(E) *Conflict with other requirements.* The provisions of this section 8-400 are to be read in conjunction with section 8-200(A)(18) and, in the case of an inconsistency as to the required number of spaces, to apply the least restrictive minimum number.

Sec. 8-500 Waterfront parking exemption.

The off-street parking requirements of section 8-200(A) shall not apply to those properties located immediately abutting the Potomac River, south of Third Street to and including Jones Point Park, and that area immediately west of North Union Street at Pendleton and Oronoco Streets as shown in the map incorporated in this ordinance entitled "Federal Waterfront Settlement Restricted Parking Area -- September, 1984" and on file in the department of planning and zoning showing properties involved in land title settlements with the United States Department of Justice where such settlement prohibited parking. Properties whose title has not yet been settled shall not be considered part of the waterfront parking exemption.(Ord. No. 3774, § 2, 1-21-95)

Sec. 8-600 Motor vehicle parking or storage in the RM zone.

8-601 Motor vehicle parking or storage. Motor vehicle parking or storage for use by the general public shall be permitted in the RM residential zone; provided, that the requirements and standards set forth in this section 8-600 are met.

8-602 Requirements and standards.

Any motor vehicle or storage use in the RM residence zone shall comply with the following requirements and standards:

- (A) Such use shall be entirely located within the central business district, as defined in section 8-300.
- (B) Such use shall be of sufficient size to accommodate at least 30 passenger vehicles.
- (C) If unattended, such use shall contain at least 300 square feet of parking space per vehicle, including driveways and aisles, and all parking spaces shall be clearly marked or defined in accordance with the following:

TABLE INSET:

Angle of Parking At Curb	Width of Area Used when Parked	Width of Aisle and Parking Area	Length of Curb Per Car
Parallel	7 ft.	19 ft.	22.0 ft.
45°	17 ft.	29 ft.	11.3 ft.
60°	18 ft.	36 ft.	9.2 ft.
90°	17 ft.	40 ft.	8.0 ft.

(D) Such use shall be paved with bituminous or Portland cement binder so as to provide a permanent, durable and dustless surface and shall be so graded and drained as to dispose of all surface water within the area. Such paving and draining of surface waters shall be done in accordance with the specifications of the department of transportation and environmental services.

- (E) Pedestrian walks shall be located in a manner to prevent the pedestrian use of vehicular ways and parking spaces and arranged so that pedestrians are not unnecessarily exposed to vehicular traffic.
- (F) No signs shall be located on any such use, except behind the established building setback line and at entrances and exits. Any such signs may state no more than the use of the premises, the name of the operator, the hours of operation, the price and the means of egress and ingress, but shall state the price and the name of the operator or owner of the lot.
- (G) Any such use located within or facing residential zones shall be properly enclosed with an ornamental fence, masonry wall or a compact evergreen hedge having a height of not more than six feet. Such fence or wall shall be maintained in good condition and shall not project beyond the established building setback line of the block on which the facility is located.
- (H) Where established setbacks have created front and side yards, such required front and side yards of the parking facility shall be landscaped with evergreen ground cover and properly maintained.
- (I) Barrier-type curbs or appropriate guards in accordance with specifications of the department of transportation and environmental services shall be placed in, on or around the use where specified by the director of transportation and environmental services for the protection of the public welfare.
- (J) No multi-storied structure shall be erected in conjunction with any such use in a residential zone.
- (K) Any lighting used to illuminate any parking lot or area shall be so arranged as to reflect the light away from the adjoining or nearby premises and shall be focused in a manner so as not to offer a hazard to the traveling public.
- (L) No such use shall be used for the parking of commercial vehicles, trucks, taxicabs or buses.
- (M) No activity other than the parking of motor vehicles shall be allowed on any such use.
- (N) All structures used in the operation of any such use, except walls, fences, barricades, light poles and signs shall be set back at least ten feet from the established building setback line.
- (O) Such uses shall not be operated before 7:00 a.m., nor after 10:00 p.m.
- (P) No such use shall allow, permit or have an open accumulation of garbage, trash or miscellaneous refuse on the premises, and suitable receptacles for the depositing of trash and miscellaneous refuse shall be kept on the premises at easily accessible places.
- (Q) The vision clearance required by section 7-800 of this ordinance shall be maintained at all times.
- (R) The location of all entrances and exits shall be designated by the director of transportation and environmental services.
- (S) Where the interior of any block containing residence zones is used for such use, it shall not diminish the required land area of the required open and usable space for the residence zone.
- (T) All structures on such uses located within the Old and Historic Alexandria District or the Parker-Gray District shall be subject to the approval of the board of architectural review of the applicable district.

- (U) The city council shall find that such use would lessen congestion and facilitate the safe and expeditious movement of traffic along the streets of the city.
- (V) The city council shall find that such a facility cannot be reasonably provided for on nearby land zoned commercial or industrial.
- (W) Any such use shall be considered by the traffic and parking board prior to the time it is presented to the planning commission and city council for a hearing on the special use permit hereinafter required.
- (X) A special use permit shall be obtained pursuant to section 11-500; provided, that any such use permit shall expire and become null and void if any such use ceases to be used as an off-street parking facility for a period of 30 consecutive days.
- (Y) In the case of any permit issued after June 30, 1958, such use shall be found to be consistent as to general location and size with an approved parking plan for the business district in which it is located.