

29-4.4 Parking and Loading⁶⁶⁰

(a) Applicability⁶⁶¹

(1) General Requirements

- (i) The standards of this Section 29-4.4 shall apply to all development and redevelopment, unless specifically excepted or modified by another provision of this Code.
- (ii) Required off-street parking areas in existence on November 19, 2001, shall not be reduced below, or if already less than, shall not be further reduced below, the requirements for such use as would be required for the use as a new use of a building, structure or premises under the provisions of this section.

(2) Exceptions⁶⁶²

(i) M-DT District⁶⁶³

- (A) Development and redevelopment in the M-DT district is exempt from the minimum parking requirements in Table 4.4-1.
- (B) Residential development and redevelopment in the M-DT district shall provide one-quarter of one (0.25) parking space per bedroom. This requirement can be satisfied on the site or within one-half (0.5) mile of the site.
- (C) If on-site parking is provided, it shall meet all other requirements of this Section 4.4 and may not be located forward to the Parking Setback Line pursuant to the Building Form Standards in Section 29-4.2.
- (D) On-street parking shall meet the on-street parking requirements in Section 29-4.2(f)(iv).

(ii) Small Lots⁶⁶⁴

- (A) No off-street parking shall be required for any non-residential primary use on a lot in any Mixed Use District that is smaller than ten thousand (10,000) square feet where no portion of the front lot line is located within one hundred (100) feet of a Residential district.

⁶⁶⁰ Carries forward current Sec. 29-30(Off-street parking and loading regulations) as base text, with substantial revisions as noted.

⁶⁶¹ New subsection that carries forward the general applicability and exceptions in current Sec. (a)(General Requirements) separately. Existing Sec. (a)(7) providing penalties for parking on residential yards and Sec. (a)(8) allowing the director to issue temporary use permits for this parking have been relocated to Chapter 5 (Procedures and Enforcement). Temporary use parking areas have been covered in Chapter 3 (Permitted Uses).

⁶⁶² Rewrites Current Sec. 29-30(2)(Exceptions to off-street parking and loading requirements). Planned district exceptions are also clarified. The existing code requires off-street/on-site parking for all development, except in existing C-2. Because of the introduction of the new MU districts, to implement Columbia Imagined, more exceptions to the off-street parking requirement are included.

⁶⁶³ New subsection that aligns with the interim C-2 ordinance parking requirement to address parking spillover into adjacent residential neighborhoods and references other parking requirements found in Sec. 29-4.2

⁶⁶⁴ New subsection.

(B) No off-street parking shall be required for any building in any Mixed Use district that contains has a non-residential primary use, and contains less than ten thousand (10,000) square feet of gross floor area, provided no portion of the front lot line of the property containing that building is located within one hundred (100) feet of a Residential district.

(iii) **Planned Development**⁶⁶⁵

The off-street parking requirements of this section shall serve as the standard from which to request different parking requirements for a proposed use in a PD (Planned Development) district. Following approval of a PD district that is subject to an approved site plan with parking requirements that differ from those in this Section 29-4.4, the requirements of this Section shall not apply to property located in that district. If an approved planned zoning district site plan is silent on any aspect of parking addressed by this section, the provisions of this section shall apply to that aspect of parking.

(iv) **Historic Properties**⁶⁶⁶

- (A) No new on-site parking shall be required for the redevelopment of Historic Structures.
- (B) If an existing Historic Structure has on-site parking, this parking must be retained and conform with the City's current parking improvement standards (e.g., be paved), unless the Director determines that compliance is impracticable or would compromise the historic character of the property or area.

(3) Residential Districts⁶⁶⁷

The following standards apply in all residential districts:

- (i) No ~~garage other than a private detached~~ garage shall be located nearer than twenty (20) feet to the front lot line or behind the building front, whichever is greater.⁶⁶⁸
- (ii) Parking spaces for residential and non-residential uses, other than single-family and two-family dwellings, shall not be located in the required front yard.⁶⁶⁹
- (iii) Required parking spaces may be tandem spaces to serve one- and two-family dwellings only, as exhibited in the Figure 4.4-1.⁶⁷⁰

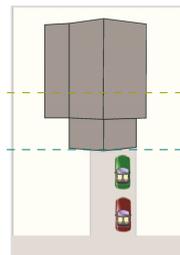


Figure 4.4-1: Tandem Parking

Comment [PRZ153]: Text removed for clarity

Comment [S154]: This belongs in Bulk Regs or Exceptions & Encroachments section. We think this intends to require garages to be placed behind the building front and no nearer than 20 ft from the front lot line, whichever is greater. Rewrite to make sense.

⁶⁶⁵ Section simplified to delete “phase-in” provisions related to adoption of ordinance in 2001, to clarify that these standards are the starting point for requesting modified parking standards in a planned district, and to clarify that standards in an approved planned development apply where they conflict with standards in this section.

⁶⁶⁶ New provision to promote historic preservation.

⁶⁶⁷ Current Sec. 29-30(6).

⁶⁶⁸ Since Module 3, this text has replaced a 60 foot minimum garage setback requirement.

⁶⁶⁹ Revised to clarify that this provision applies to all uses other than 1 and 2 family dwellings.

⁶⁷⁰ Simplified for clarity.