

Dan Davis, Chairman  
Edwina Miller  
Bob Snow



Richard Farris, Jr.  
Mary Cox  
Alex Nemer, II

**NOTICE OF MEETING**  
**PLANNING AND ZONING COMMISSION AGENDA**  
**Thursday, March 3, 2016 @ 1:30 PM**  
**City Council Chambers**  
**504 N. Queen Street, Palestine, Texas**

**CALL TO ORDER**

**APPROVAL OF THE MINUTES**

1. Consider the minutes of the February 4, 2016 regular meeting.

**REGULAR AGENDA**

1. Consider amendments to off-street parking, driveway and storage yard standards as found in Chapter 40 Development, Article XI. Case # DCA 16-01

**OTHER BUSINESS**

1. Updates on zoning and other development matters.
2. Future agenda items.

**ADJOURN**

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NOTE: Pursuant to Section 551.071 of the Texas Local Government Code, the Planning and Zoning Commission reserves the right to adjourn into a closed meeting at any time regarding any item on the agenda for which it is legally permissible.

The City of Palestine City Council Chambers is accessible in accordance with the Americans with Disabilities Act. Reasonable accommodations will be provided for persons attending this meeting. Requests for accommodations or interpretive services must be made 48 hours prior to the meetings. Please contact the City Secretary at (903) 731-8414 for further information.

**CERTIFICATION**

I, the undersigned authority, do hereby certify that this Notice of Meeting was posted on the outside bulletin board at the main entrance to City Hall, 504 North Queen Street, Palestine, Texas, on the following date and time:

Monday, February 29, 2016 @ 1:25 p.m.

  
Jeffrey Lyons, Development Services Director



**MEETING MINUTES  
PLANNING AND ZONING COMMISSION  
February 4, 2016**

Members Present: Dan Davis, Chairman, Edwina Miller, Mary Cox, Bob Snow and Richard Farris, Jr.

Members Absent: Alex Nemer, II,

Staff Present: Jeffrey Lyons, Director of Development Services

**CALL TO ORDER – REGULAR MEETING**

Chairman Davis called the Regular Meeting to order at 1:33 p.m.

**APPROVAL OF THE MINUTES**

Commissioner Miller made a motion to approve the regular minutes of the October 1, 2015 as submitted, seconded by Commissioner Cox. Upon vote, the motion carried unanimously.

**REGULAR AGENDA**

Consider a replat of Lots 1 through 9, part of Block A of the East Loop Industrial Park being 23.532 acres located on the north side of Murchison Street, approximately 1,100 feet to the west of N. Loop 256. Case # P-16-01. Applicant Mr. Jeffrey Jons.

Development Service Director, Jeffrey Lyons discussed the request with the Commission and stated that the proposed layout of the new lots met the minimum requirements of the Development Code.

The Commission discussed the request and upon conclusion, Commissioner Farris made a motion to approve the replat with the recommendation that the owner consider consolidating Lots 5 and 6 and increasing the size of Lot 7, seconded by Commissioner Miller. Upon vote, the motion carried unanimously.

**OTHER BUSINESS**

Staff updated the Commission on upcoming zoning and development matters.

**ADJOURN**

With no further business, the meeting was adjourned at 1:52 pm.

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Dan Davis, Chairman

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Attest:  
Jeffrey Lyons, Development Services  
Director



Planning and Zoning Commission  
Staff Report Case DCA-16-01  
March 3, 2016 Regular Meeting

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**REGULAR AGENDA ITEM #1**

Consider amendments to off-street parking, driveway and storage yard standards as found in Chapter 40 Development, Article XI.

**Applicant:**

City of Palestine.

**Public Notification:**

Amendments to Chapter 40 Development do not require public notice.

**Staff Comments:**

Staff contracted with Schaumburg and Polk, Inc. last year for assistance with redesigning and reformatting the existing ordinance regulating off-street parking, driveways and storage yard standards. After discussing the current format of the ordinance and discrepancies in the ordinance with Mr. Michael Medford, Engineering Consultant with Schaumburg and Polk, an improved ordinance was drafted which will ultimately repeal the existing ordinance found in Chapter 40 Development.

Included in the meeting packet are the preliminary recommendations from the Consultant and a copy of the new ordinance which includes better organization of the information, updated and easy to read tables and diagrams and the removal of contradictions and ambiguities that exist in the current ordinance.

Mr. Medford will be present at the meeting to discuss all of the changes with the Commission and answer any questions or concerns regarding the revised ordinance.

**Staff Recommendation:**

After a presentation of the new ordinance and any discussion, Staff recommends adoption of the attached ordinance regulating off-street parking, driveways and storage yard standards.

**Approval Process:**

Upon recommendation by the Planning and Zoning Commission, the item will be forwarded to the City Council for consideration on March 14, 2016.

## Article XI. Off-Street Parking, Driveways and Storage Yard Standards

### Sec. 40-281. - Purpose

- (a) The purpose of these provisions is to secure safety from fire, panic, and other dangers, lessen congestion on public streets, facilitate adequate provision of transportation, conserve building values, encourage the most appropriate use of land, and to provide safe and adequate access into and out of commercial and residential developments.
- (b) For the purpose of the section, the term “parking lot” shall also include all required parking spaces, maneuvering aisles and loading areas. All examples of parking lot layouts, parking lot dimensions, driveway design criteria and the table of minimum required parking spaces is located in Section 40-285 of this Article.

### Sec. 40-282. - Design Requirements for Parking Lots and Driveways

- (a) New, Repair of Existing and Expansions
  - (1) New parking lots or driveways constructed on unimproved property that will serve a new commercial or industrial use where a new structure will be equal to or exceed 5,000 square feet of gross floor area shall be designed by a Professional Engineer Licensed in the State of Texas. If the new structure will be less than 5,000 square feet of gross floor area then there are no design requirements.
  - (2) The expansion or repair of existing parking lots are not subject to any professional design requirements provided that proposed expansion pavement sections match existing engineered pavement section.
- (b) Design Standards
  - (1) Setbacks  
Parking lots shall not be located closer than 10 feet to a front lot line, 10 feet to a side lot line or 10 feet to a rear lot line unless an exception is allowed by the public works director. *Refer to figure 1 for typical parking lot layout.*
  - (2) Materials  
The design criteria for new parking lots and driveways which serve commercial and industrial uses depend upon the current conditions of the property where such improvements are proposed. Parking lots and driveways shall be paved per the following standards:
    - a. All new parking lots and driveways shall be constructed of concrete, asphalt, permeable pavement, or concrete pavers, or any other approved material. Flexible base, gravel, dirt/soil, grass, or other granular materials are prohibited for use on pavement parking lots. No parking shall be

permitted on grass, within landscaped areas, or on other unimproved surfaces.

b. Fire Lanes/Heavy Duty Vehicle Routes within Parking Lots

New pavement located within a fire lane, maneuvering areas for trash services and those areas located in a street right-of-way shall be designed by a professional engineer or constructed to the following minimum standards:

- i. *Portland Cement Concrete*: Six (6) inches thick, 3,000 psi and reinforced with #3 bars at 18 inches O.C.E.W, on 6-inch compacted sub grade.
- ii. *Asphalt*. Two (2) inch thick asphaltic concrete on an 8-inch compacted base of 95 percent density Standard Proctor on compacted six-inch sub grade 95% density Standard Proctor. Parking lots with heavy truck traffic or excessive slopes shall be 6 inches thick asphaltic concrete on 6-inch compacted sub grade 95% density Standard Proctor. (ASTM D698).
- iii. *Concrete & Asphalt Minimum Standards* – minimum standards for paved areas outside of fire lanes and routes for heavy duty vehicles shall be determined by the engineer hired by the developer and must be based upon site-specific conditions.
- iv. An engineer may recommend less stringent standards than shown in the above items (1) and (2) so long as the engineer's design computations based upon site – specific conditions guarantee that the pavement will support emergency vehicles and trash trucks.

(3) Maneuvering

Parking lots and loading areas shall be designed to allow all vehicle maneuvers such as backing, parking and turning the vehicle, to take place on the lot. The Public Works Director may allow an exception to this requirement based on the following site conditions:

- (a) The size limitations prevent the construction of a parking lot with onsite maneuverability per the standards in (b) Design Standards (4) Dimensions.
- (b) The location of the new parking lot will not be connected to an existing or proposed driveway onto any street maintained by the Texas Department of Transportation.
- (c) Any other criteria which would prevent the construction of a parking lot per the standards in (b) Design Standards (4) Dimensions. as long as the exception does not create an unsafe situation for any oncoming traffic or traffic backing out into the public street.

Any applicant adversely affected by a decision of the Public Works Director may appeal the decision to the City of Palestine Zoning Board of Adjustment.

(4) Dimensions

(a) Aisles and Standard Spaces- Refer to *Figure 2. Parking Lot Dimensions*.

(b) Compact Spaces

If a development provides ten (10) or more parking spaces, up to 10% of those spaces may be designed for compact cars. Effective stall dimension shall be a minimum of 7 ½ feet wide by 15 feet long, and each space shall be marked "COMPACT CARS ONLY."

(c) ADA Spaces

Location, size, and number of accessible parking spaces shall conform to the latest building codes, and/or state and federal regulations (Americans with Disabilities Act).

All other parking spaces and lots shall meet the standards provided in *Figure 2. Parking Lot Dimensions* unless otherwise permitted in this article.

(5) Delineation

All parking spaces shall be clearly delineated and designated by means of painted stripes, wheel stops, buttons, tiles, curbs, barriers signs, or other approved methods non-permanent type marking, such as paint, shall be regularly maintained to ensure continuous clear identification of the space.

(a) Wheel Stops

Vehicle wheel stops shall be provided to prevent any part of a vehicle from overhanging onto the right-of-way of any public right-of-way or alley. Parking shall not be permitted to encroach upon the public right-of-way in any case.

(b) Landscape

The developer shall landscape parking lots according to the standards contained in Article XII. Section 40-308(b). Where more than one parking lot is required to satisfy the standards of this article, a landscape area of at least 10 feet in width shall separate parking lots (refer to Article XII. Section 40-308 (b)); provided, however, that sufficient aisle connections shall be provided to ensure adequate traffic flow.

(c) Lighting

Parking lot lighting shall be designed and operated to avoid a spillover outside property lines. Parking lots lights shall have a maximum height of 25 feet and be glare shielded. Lights mounted on a building shall not

extend above the building roofline. Lighting for ground-mounted signs shall be affixed to the signs. All parking lot lighting shall be directed downward so as not to reflect or shine on adjacent properties.

### **Sec. 40-283. - Temporary Parking Lots**

- (a) The developer may provide temporary parking lots to meet unexpected or short-term needs. Where such temporary parking lots are constructed, the developer shall complete a signed agreement (approved by the city attorney), specifying the time period in which the temporary parking lot is to be used, with the length of time being no greater than 24 months from the date of the agreement. The developer shall also provide acceptable surety that the temporary parking lot shall either be constructed to meet permanent standards prescribed by a geotechnical engineer licensed in the State of Texas (contracted by the developer) or as approved by the Public Works Director on a case-by-case basis in the absence of geotechnical recommendations or completely removed from the site within 60 days of the termination of the agreement minimum standards for.
- (b) Temporary parking lots shall consist of eight inches of compacted flex base (conforming to TxDOT item 247) (95% Standard Proctor ASTM D698) on six inches of compacted sub-grade (95% Standard Proctor). Temporary parking lots shall be constructed in such a way as to insure that no significant amounts of dust, dirt or other particulate is transported offsite by wind, storm water, or vehicle tracking.

### **Sec. 40-284. - Number of Parking Spaces Required**

- (a) Minimum spaces required.
- The developer shall provide off-street parking spaces in accordance with the standards in this article and *Table 1. Off-Street Parking Requirements*, when a building or structure is erected or an existing building enlarged, or an old structure or foundation is converted to a new use; provided, however, that developers of properties located within the Central Business District as defined by the city's zoning regulations shall not be required to provide off-street parking spaces. If adherence to these standards is found to not be possible, the Zoning Board of Adjustments and Appeals may consider a variance to these standards.
- (b) Designation/Computation of Spaces
- The following rules shall be applied in computing the number of off-street parking spaces required:
- (1) Fractional spaces shall be rounded to the next higher whole space.
  - (2) Buildings or structures containing mixed uses shall provide off-street parking spaces equal to the sum of the various uses computed separately.
  - (3) The required off-street parking spaces shall be located on the same lot as the building or use served, except as follows:

## Off-Street Parking Ordinance Revisions

- a. When an increase in the number of off-street parking spaces is required by a change or enlargement of use, or where off-street parking spaces are provided collectively or used jointly by two or more buildings or establishments, the required off-street parking spaces may be located at a distance not to exceed 300 feet (within reason, as determined by the Public Works Director) feet from an institutional building served or 500 feet from any other nonresidential building served; provided, however, that a written agreement is approved by the Public Works Director.
- b. When the required off-street parking spaces are not located on the same lot with the building or use served or when the required off-street parking spaces are provided collectively or used jointly by two or more establishments, a written agreement which ensures the retention of such spaces for this purpose shall be drawn and executed by the parties concerned, approved as to form by the city attorney, and filed for record in the office of the Anderson County Clerk. A copy of the recorded agreement shall be filed with the application for a building permit or certificate of occupancy if a change in use is involved.
- c. Not more than 50% of the off-street parking spaces required for theaters, bowling alleys, dancehalls, nightclubs, restaurants or similar uses may be provided and used jointly by uses not normally open, used or operated during the same hours as those listed.
- d. Not more than 60% of the off-street parking spaces required for a church, school auditorium or similar use may be provided and used jointly by uses not normally open, used or operated during the same hours as those listed.
- e. All parking lots, aisles and spaces required shall conform to the standards in this article. Refer to *Figure 1. Typical Parking Lot Layout*.
- f. The above parking requirements shall not prohibit the enlargement of a building or structure, provided that excess spaces exist and such enlargement does not create a deficiency in the total number of off-street parking spaces, based upon criteria listed in *Table 1. Off-Street Parking Requirements*.
- g. Any proposed land use, whether commercial, industrial or residential, not specifically designated in *Table 1. Off-Street Parking Requirements*, which by its nature generates or attracts vehicular activity or traffic, must provide sufficient parking spaces on or near the site to accommodate the vehicular load for residents, customers, clients, suppliers, etc., which would normally be associated with the proposed land use, to the satisfaction and approval of the city.



- h. No parking space, carport, or automobile storage space shall be used for the storage of any commercial truck, truck trailer, vans (except for panel or passenger vans), and trucks (exceeding one-ton capacity) in the following zoning districts: R-1, R-2, R-3, R-4, R-5, MF-1, MF-2, MF-3, MH-1, RPO.
- i. Motorhomes, travel trailers or other recreational vehicles shall not park in a public street.

**Sec. 40-284. - Off-Street Loading Requirements**

- (a) Any use that receives or distributes materials or merchandise by vehicle shall provide off-street loading spaces in accordance with the requirements detailed in this subsection.
  - (1) Industrial uses shall provide one loading space for each 10,000 square feet of gross floor area.
  - (2) Business uses shall provide one loading space for each 15,000 square feet of gross floor area.
  - (3) Off-street loading spaces required for a use may not be included as part of the calculated total number of standard of accessible parking spaces required for that use.
- (b) The following rules shall be applied in computing the number of off-street loading spaces required:
  - (1) Floor area shall mean the gross floor area of the building/facility.
  - (2) Fractional spaces shall be rounded to the next higher whole space.
- (c) The required off-street loading spaces shall be located on the same lot as the building or use served.
- (d) A loading space shall contain a minimum of 420 square feet and shall be have approximate minimum dimensions of 12 feet in width by 35 feet in depth.
- (e) Loading spaces shall be designed so that all truck maneuvers, loading and unloading shall take place on the lot.

**Section 40 -285. – Driveways**

- (a) General.

The developer shall design, construct, upgrade, reconstruct, or repair driveway approaches (also referred to as driveways or curb cuts) for access to lots according to the standards of this section. Driveways shall be permitted only along streets where full street improvements exist and are maintained as a public street; provided, however, that residential driveways may be permitted on public alleys or other accepted public access facilities in existence prior to the adoption of this chapter. Prior to construction of a driveway, the developer shall obtain a Driveway Permit from the city. Driveways shall be paved according to the minimum standards provided in Section 40-282 (b) (2).

### (b) Driveway Design

Driveway design will depend on the land use, the volume, the character of both through traffic and driveway traffic and the speed of traffic on the through street. Dependent upon these factors, the critical design elements include radii of curb returns, driveway throat width and the angle between the driveway centerline and the edge of the roadway. Driveway geometry shall adhere to standards and dimensions shown in the figures and tables in the appendix of this section.

- (1) The developer shall design driveway entrances to be able to accommodate all vehicle types having occasion to enter the lot, including delivery vehicles.
- (2) The developer shall design driveways with minimum curb return radii according to the type of driveway and the classification of the street as provided in *Figure 2. High Volume Driveway Criteria*, and/or based on the characteristics of certain design vehicles (AASHTO-based) which will regularly use the driveway.
- (3) Tapered or channelized deceleration lanes for vehicles turning right into high volume or intersection-type driveways may be required on arterial streets. Where such lanes are necessary, acquisition of additional right-of-way may also be required. The design of such lanes shall adhere to the latest TxDOT standards and guidelines.
- (4) The use of one-way driveways, supported by an appropriate internal circulation system, is encouraged so that entrances and exits may be separate driveways. This will promote smoother traffic flow into and out of the driveways and reduce traffic congestion in through lanes on the street.
- (5) Figure provides approved minimum design criteria for limited movement driveways. Deceleration lanes may also be required to be incorporated into the design. The design of such lanes shall adhere to the latest TxDOT standards and guidelines.
- (6) The developer shall design driveways so as not to interfere with, block, hinder or impede the flow of traffic on a public street. Where it is determined that a proposed driveway will block, hinder or impede the flow of traffic, the developer shall provide alternative means of ingress and egress to the lot or lots such that the negative effects of the proposed driveway are eliminated. These alternatives will be subject to review and approval.

### (c) Design Criteria

- (1) Geometry –Fuel Stations

Driveway design standards for sites that include fuel pumps parallel to the adjacent street are necessary due to the special access needs that characterize such developments. The developer shall design sites for fuel pumps according to the following standards:

- a. The minimum corner clearance shall be a distance of 35 feet measured from the point of intersecting right-of-way lines to the point of tangency of the curb return radii leading to the driveway approach. The point of tangency of the curb line corner radius and that of the curb return radius of the driveway approach shall not be compounded.
- b. The minimum spacing between driveway approaches within the same property lines shall be 25 feet of tangent curb length.
- c. A minimum distance between the fuel pump island and the right-of-way or property line shall be 25 feet.

### (d) Residential Driveways

#### (1) Location and construction of residential driveways.

- a. The developer shall locate residential driveways entirely within the frontage of a lot and not less than one foot from any side property line as extended perpendicularly to intersect with the curb line. This applies to driveways within property boundaries; not driveway approaches.
- b. The developer shall construct driveways so as not to interfere with pedestrian crosswalks.
- c. Any new residential driveway which will cross an existing sidewalk, or which will be constructed in conjunction with a proposed sidewalk, shall ensure that the cross slope of the sidewalk as it crosses the driveway does not exceed 2%, in accordance with ADA requirements.
- d. The developer shall construct driveways a minimum of three (3) feet from any obstruction such as a street light or utility pole, fire hydrant, traffic signal controller, telephone junction box, etc.
- e. The developer shall construct residential driveways to conform to the criteria shown in *Figure 4. Low Volume Driveway Criteria*.
- f. The developer shall design residential driveways with curb return radii according to the classification (curbed or non-curbed) of the street as provided in *Figure 4. Low Volume Driveway Criteria*.

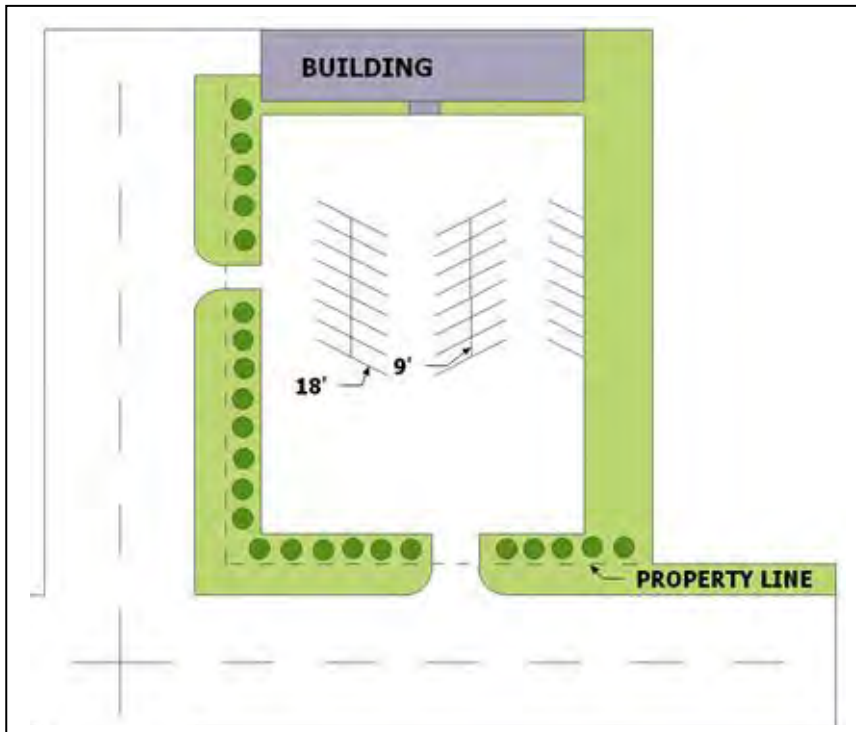
- g. All driveway approaches constructed within the rights-of-way of public streets shall conform to material standards found in Section 40-282 (b) (2). Refer to *Figure 5. Standard Driveway Approach Detail*.
- (e) High-volume Driveways
- (1) Location and construction of high volume driveway approaches. The location of high volume driveway approaches is based on a number of factors, including the location of individual property lines, available street frontage, requirements of internal site design, number of vehicles to be accommodated, and traffic safety. As a general rule, the farther from an intersection a driveway can be located, the less it will affect through traffic and the less delay it will cause to vehicles using the driveway.
    - a. The developer shall locate high volume driveway approaches entirely within the frontage of the lot and not less than ten feet, not including curb return radii, from any side property line; provided, however, that joint driveway approaches may be permitted where a permanent joint access is provided by the respective property owners either through platting or a mutual access easement.
    - b. The developer shall consider the location of other driveways on the opposite side of the street when locating a proposed driveway. Where possible, driveways on both sides of the street shall be aligned in order to minimize adverse effects on through traffic and to optimize efficiencies of the driveway. Driveways directly opposite each other shall be given preference over staggered driveways. Where it is not possible to place driveways directly opposite each other, a driveway shall be placed so that adequate left turn storage capacity is provided in advance of each driveway in order to avoid the overlap of left-turn movements.
    - c. The developer shall construct high volume driveway approaches so as not to interfere with pedestrian crosswalks.
    - d. Any new high-volume driveway which will cross an existing sidewalk, or which will be constructed in conjunction with a proposed sidewalk, shall ensure that the cross slope of the sidewalk as it crosses the driveway does not exceed 2%, in accordance with ADA requirements.
    - e. The developer shall construct high volume driveways a minimum of three feet from any obstruction such as a street light or utility pole, fire hydrant, traffic signal controller, telephone junction box, etc.

- f. The developer shall construct high volume driveways to conform to the criteria shown in *Figure 2. High Volume Driveway Criteria*.
  - g. The maximum number of driveways per lot, based on the street classification and lot width, shall be as shown in *Figure 2. High Volume Driveway Criteria*.
  - h. Driveways located on streets and highways controlled by the state shall be permitted by the Texas Department of Transportation (TxDOT).
  - i. Driveway spacing for high volume driveways. The developer shall design and construct high volume driveways according to the spacing standards shown in *Figure 2. High Volume Driveway Criteria*.
- (f) Restrictions
- (1) Access to public streets will not be provided where the conditions described in this section restrict or compromise the safety and efficiency of the access.
    - a. Backing maneuvers. Access points shall not be approved for parking or loading areas that require backing maneuvers in a public street right-of-way except for single-family residential uses on local streets or if authorized by the Public Works Director per Section 40-282 (b)(3).
    - b. Sight distance requirements. The minimum sight distance shall be provided at all access points as shown in *Figure 6. Sight Distance at Entrance*.
    - c. Signalized intersections proposed. Access drives within the area of an intersection of public streets where traffic signals are installed, or are anticipated to be installed in the future, will not be permitted.
    - d. Provision of access. If a lot has frontage on more than one street, access will be permitted on each street, based upon whether or not the standards set forth in Section 40-282 can be met on each street frontage. If a lot cannot be served by any access point meeting these standards, access points shall be designated by the Public Works Director based on traffic safety, operational needs and conformance to as much of the requirements of these guidelines as possible.
    - e. Driveway approaches. Driveway approaches shall not be constructed or used for the standing or parking of vehicles.

- (g) Abandoned driveway approaches.
  - (1) Driveway approaches that have been abandoned for a continuous period greater than 12 months shall be removed and the curb restored by the property owner adjoining the driveway according to the city's specifications.

**Section 40-285.**

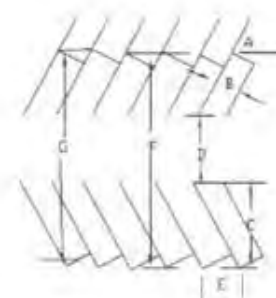
- (a) Figure 1. Typical Parking Lot Layout.



- (b) Table 1. Parking Lot Dimensions

A	B	C	D		E	F	G
			(a)	(b)			
0 Degrees	8 Feet	8 Feet	12 Feet	24 Feet	23 Feet	28 Feet	_____
30 Degrees	9 Feet	8 Feet	12 Feet	_____	18 Feet	45.6 Feet	37.5 Feet
45 Degrees	9 Feet	8 Feet	13 Feet	_____	12.7 Feet	52.5 Feet	46.5 Feet
60 Degrees	9 Feet	8 Feet	18 Feet	_____	10.4 Feet	60 Feet	55.0 Feet
90 Degrees	9 Feet	8 Feet	24 Feet	24 Feet	9 Feet	62 Feet	_____

A	Park Angle
B	Stall Width
C	19 Feet Stall to Curb
D (a)	One Way Traffic
D (b)	Two Way Traffic
E	Curb Length per Car
F	Center to Center Width (curb to curb module)
G	Center to Center Width Module



(C) Table 2. Off-Street Parking Spaces Required

Land Use Category	Number of Off-Street Spaces Required	Additional Requirements or Comments
<b>Residential Uses</b>		
Single Family Dwellings	2 spaces per dwelling unit	Driveway may be counted for required spaces
Mobile/Manufactured homes	2 spaces per dwelling unit	1 additional space for each 3 bedrooms
<b>Multifamily Uses</b>		
1 bedroom and Efficiency	1.5 spaces per dwelling unit	
2 or more bedrooms	2 spaces per dwelling unit	
<i>For multi-family structures with 10 or more units, guest parking spaces calculated by multiplying total number of required tenant spaces by 0.05</i>		
CBD Multiple Family Dwellings	1 space per dwelling unit	
Bed and Breakfast	1.5 spaces per guest room	
Public Housing for elderly	1 space per 4 dwelling units	
Motels/hotels	1 space per guest room	1 space per 2 employees; attached uses shall be calculated independently
Rooming or boarding houses	1 space per guest room	1 space per 2 employees; attached uses shall be calculated independently
<b>Commercial Uses</b>		
Restaurants, cafeterias, bars and similar uses	1 space per 3 seats	1 space per 3 employees; minimum 5 spaces
Fast food with drive-through window or window service	1 space per 3 seats	5 storage spaces per service window or a common reservoir storage area
Auditorium, theaters, stadiums and similar uses	1 space per 4 permanently fixed seats	1 space per every 4 persons of legal capacity if permanently fixed seats are not used
Gasoline Service Station	2 spaces per service stall	2 spaces for employees
Gasoline Service Station: Self-Service	4 storage spaces per gasoline pumping island	1 space per 3 employees
Coin operated laundries	1 space per 2 washing machines	
Barber & Beauty Shops	1 space per chair (minimum of 5 spaces)	Barber & Beauty Shops
Amusement and recreation	1 space per 4 seats	Amusement and recreation
Bowling Alleys	5 spaces per bowling lane	Bowling Alleys
Churches	1 space per 4 fixed seats in largest assembly area	1 space per every 4 persons of legal capacity in the largest assembly area if no fixed seats
Mortuaries & Funeral Homes	1 space per 50 square feet of floor area in the slumber room, parlors, or individual funeral service rooms	
<b>Office Uses</b>		
Professional offices	1 space per 300 square feet of gross floor area	
Medical/Dental offices	1 space per 400 square feet of floor area excluding restrooms, storage or other unoccupied space	1 space per employee on shift
Medical Clinics	1 space per 300 square feet of floor area excluding restrooms, storage or other unoccupied space	1 space per employee on shift; attached uses shall be calculated independently

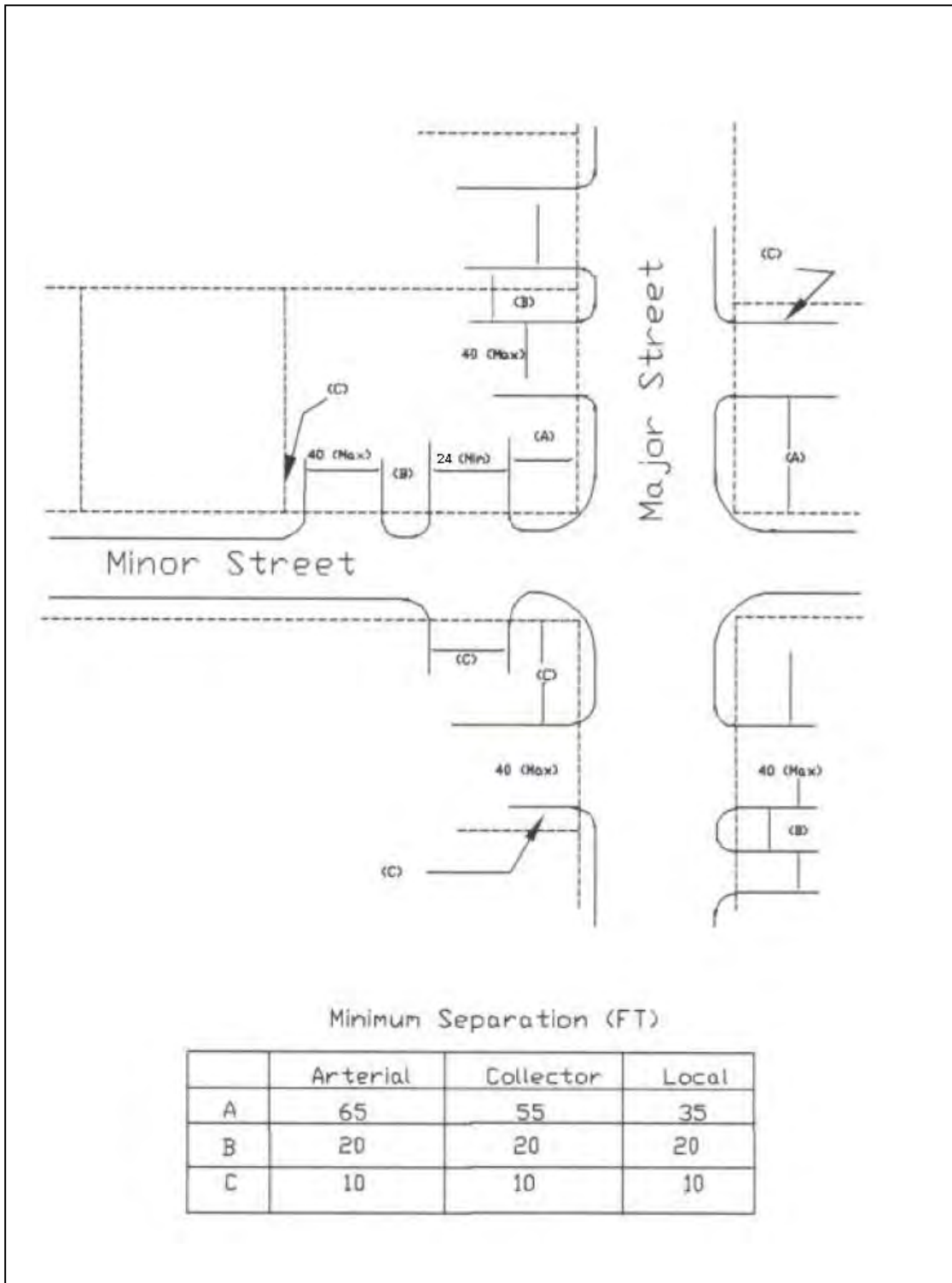


## Off-Street Parking Ordinance Revisions

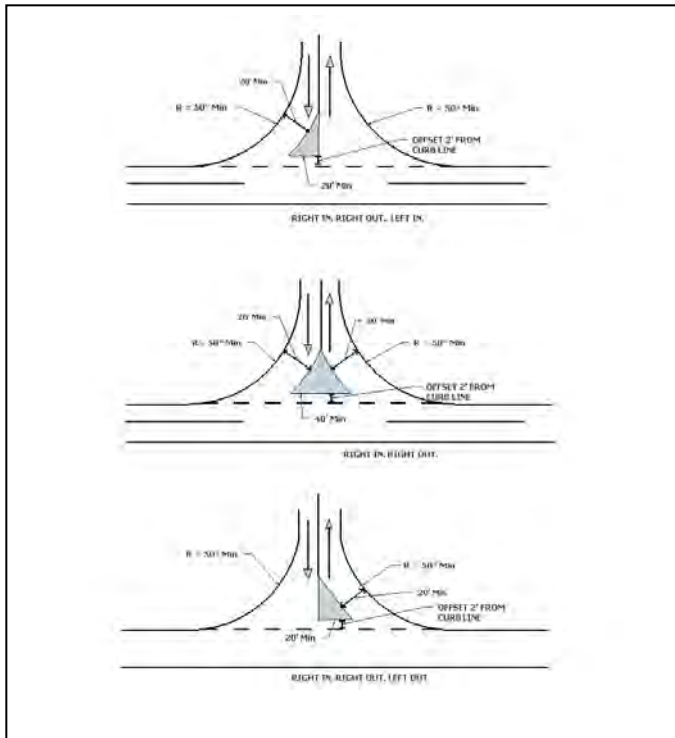
Land Use Category	Number of Off-Street Spaces Required	Additional Requirements or Comments
Drive-In Banks	8 storage spaces per teller window in the approach lane to each teller window or in a common reservoir storage area	1 space per 3 employees separate from any reservoir or storage lane parking
Retail Stores	1 space per 300 square feet of gross floor area	
Retail Stores (over 2,500 square feet)	1 space per 150 square feet of gross floor area	
Furniture/Home Improvement Stores	1 space per 800 square feet of gross floor area	1 space per 2 employees in the largest shift
Shopping Center	7 spaces per 1,000 square feet of gross leasable floor area	
Vehicle sales and service	2 spaces per vehicle service stall	1 space per 3 employees plus an additional number of parking spaces based on 5% of the total outdoor vehicular display area
Vehicle washing facilities (automated)	10 storage spaces per conveyor belt system provided from the end of the service pumps to the beginning of each conveyor belt system	1 space per 4 employees on the largest work shift
Vehicle washing facilities (self service)	4 storage spaces per washing stall in the approach lane	
<b>Industrial Uses</b>		
Industrial uses (except warehousing)	1 space per 300 square feet of gross floor area devoted to retail sales or service	1 space per 2 employees in the largest work shift
Warehousing	1 space per 3 employees in the largest work shift	
Transportation terminal facilities	1 space per 100 square feet of public waiting room floor area	1 space per 2 employees on the largest work shift
<b>Institutional and Public Uses</b>		
Day cares	5 spaces	Circular drive for loading and unloading required
Schools (public and private)	1 space per 3 students	1 space per faculty member or school employee
Orphanages and similar institutions	1 space per 5 beds	
Nursing/Convalescent homes	1 space per 2 patient beds	
Hospitals	1 space per patient bed	1 space per 2 employees
Drive-in cleaners and other similar drive-in facilities	3 storage spaces for every drive-in service window to be provided in the approach lane to each service window or in a common reservoir storage area	1 parking space per 3 employees separate from any reservoir or storage lane parking



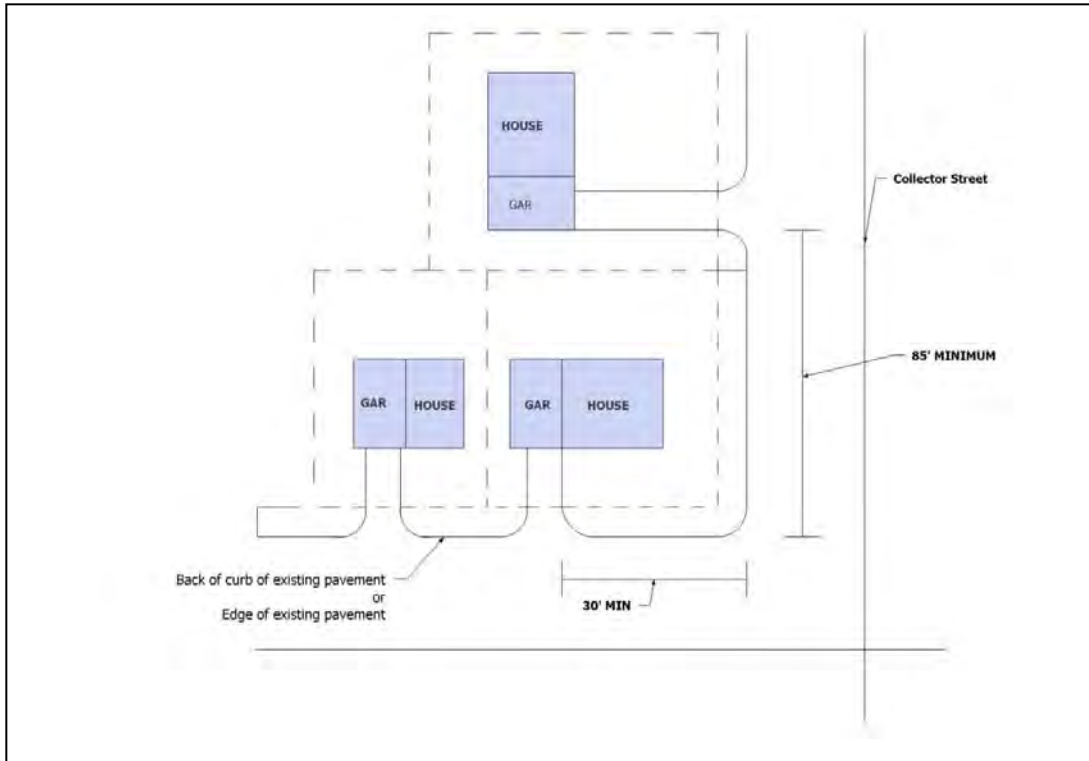
(d) Figure 2. High Volume Driveway Criteria.



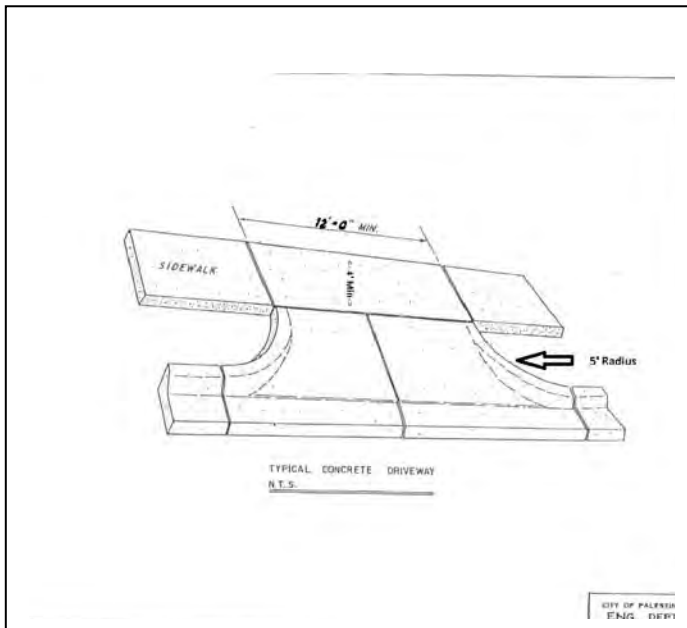
(e) Figure 3. Design Criteria for Limited Movement Driveway.



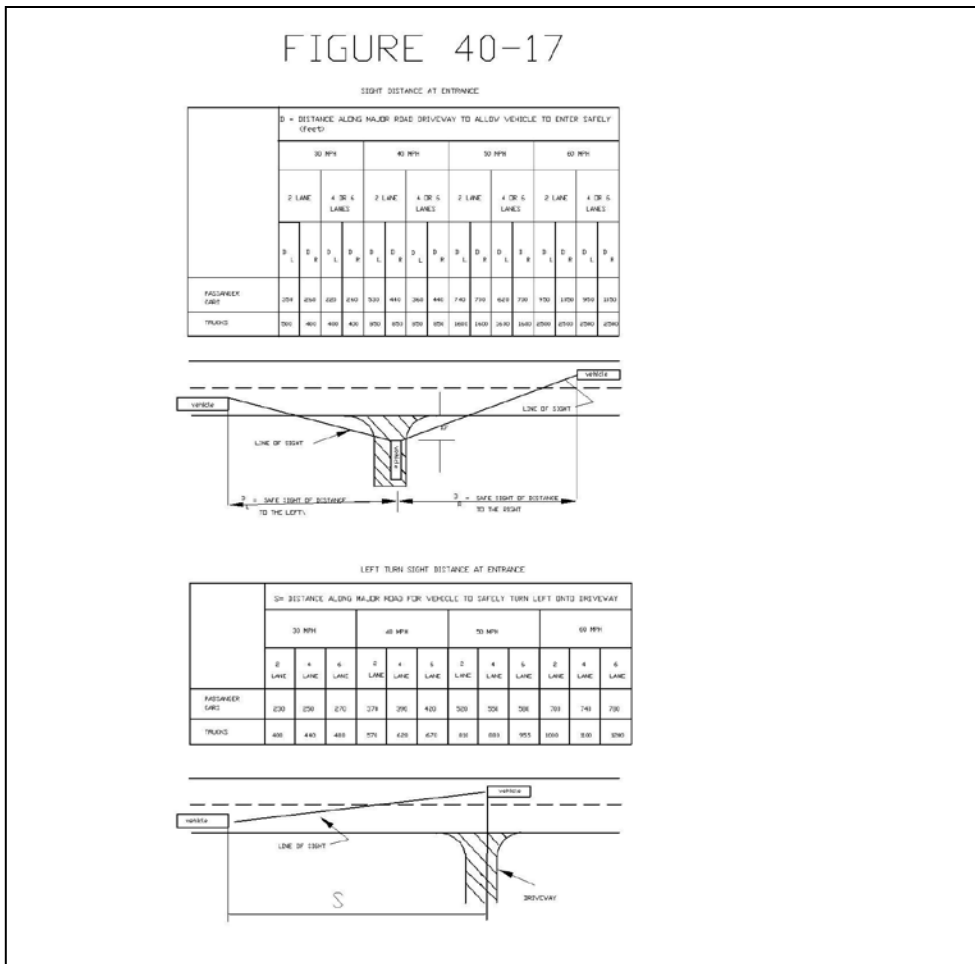
(f) Figure 4. Low Volume Driveway Criteria.



(g) Figure 5. Standard Driveway Approach Detail.



(h) Figure 6. Sight Distance at Entrance.





## Off-Street Parking Ordinance Revisions

(i) Table 3. Minimum High Volume Driveways Per Lot

Street Type	Lot Width	Maximum Driveways Allowed
Local	Less than 100 feet	1
	101—200 feet	2
	Over 200 feet	1 per additional 100 feet
Collector	Less than 100 feet	1
	100—250 feet	2
	Over 250 feet	1 per additional 200 feet
Arterial	Less than 100 feet	1
	100—300 feet	2
	Over 300 feet	1 per additional 300 feet

(j) Table 4. Minimum Driveway Curb Return Radius

Street Type	Low Volume Driveway	High Volume Driveway
Local	5 feet	10 feet
Collector*	5 feet	10 feet
Arterial*	10 feet	20 feet