

**Parking – Other Cities Parking**

**Planners: Lori Levy, AICP**  
**Andreea Udrea, PhD, AICP**

Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

**BACKGROUND:**

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations \_ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts \_ provided at the July 9, 2020 ZOAC meeting
- Board of Adjustment parking reductions
- **Index Cities and Other Cities Research**
- Local and National Parking Studies
- Feedback from Interested parties, Industry, Developers and communities and neighborhoods.

**PROJECT WEBPAGE:**

<https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/parking-code-amendment.aspx>

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## **RESEARCH AND STAFF ANALYSIS:**

### **Scope and methodology:**

In order to understand other cities approach to off-street parking and loading regulations, staff included 1) examples of off-street parking and loading standards; and 2) off-street parking and loading ratios for the specific uses of: multi-family, restaurants, hotels, and schools. The following Index cities: Austin, Baltimore, Boston, Columbus, El Paso, Fort Worth, Houston, Philadelphia, Phoenix, San Antonio, San Diego, San Jose, and Seattle were selected for the research. The cities of Atlanta, Edmonton, Canada, Minneapolis, Portland, and Tempe were other cities that were suggested and added to the research for the parking regulations.

### **Summary:**

Cities generally regulate off-street parking by establishing parking ratios that are based on land uses and/or zoning districts for residential uses, and by using building square footage to calculate ratios for non-residential development. Ratios for the required number of off-street loading spaces are based on land use categories and are calculated using building square footage.

Other requirements for off-street parking and loading are contained within the development standards that address the size of parking spaces, location of parking spaces, access of off-street parking to driveways, and streets, and also include landscaping, lighting, screening, reductions for parking, design standards, as well as all other parking requirements.

Staff focused the research of parking regulations primarily on development standards; particularly, regarding parking reductions or incentives, and parking regulations contained within the development standards, such as the location, and design of parking lots and garages, as well as management of these parking strategies.

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## **PARKING REDUCTIONS**

All the cities researched that have parking regulations with minimum parking requirements also include parking reductions that are available that may be administratively approved. The parking reductions are mostly in the form of incentives for the provision of services, programs or development that either address city-wide goals and objectives or those within specific designated districts, redevelopment areas and/or proximity to transit stations or areas that are explicitly stated in the vision and goals for those areas and the cities general plans.

### **Incentives**

The following parking reduction incentives are a snapshot of some of those reductions available within the parking regulations for at least one, and not limited to one, of the cities researched.

#### **Transit Proximity and Frequency:** **(Minneapolis)**

##### *Commercial and Multi-family Districts:*

- 50% reduction if the property is within a **frequent transit service area** and the property is not within urban centers or overlay districts.
- Applies to existing transit stop and rail transit stops projects approved to enter Project Development phase by the Federal Transit Administration (FTA).

##### *Multi-family - 3-50 Du:*

- 100% reduction **within one-quarter (1/4) mile of a bus transit stop with midday service of fifteen (15) minutes or less, or within one-half (1/2) mile of a rail transit stop with midday service of fifteen (15) minutes or less.**
- 10% reduction **within 350 feet of a bus or rail transit stop with midday service between fifteen (15) minutes and thirty (30) minutes.**

##### *Multi-family - >/- 51-100 Du:*

- 50% reduction for **within one-quarter (1/4) mile of a bus transit stop with midday service of fifteen (15) minutes or less, or within one-half (1/2) mile of a rail transit stop with midday service of fifteen (15) minutes or less.**
- 10% reduction **within 350 feet of a bus or rail transit stop with midday service between fifteen (15) minutes and thirty (30) minutes.**

##### *Industrial Districts:*

- 15% reduction if property is within a frequent transit service area.

#### **(Atlanta)**

- No parking is required for all uses located on **lots within 2,640 feet of a high capacity transit stop**, except within the Buckhead Parking Overlay, all special public interest districts, or any historic or landmark district with parking maximums.
- No development, unless granted a special exception by the board of zoning adjustment for public parking **may exceed the maximum** parking.

**Sheltered Transit Stop:**  
**(Minneapolis)**

*Non-Residential Uses*

- 10% reduction for adequate sheltered transit stop within a development.

**Transit or Bus Passes:**  
**(Seattle)**

- Transit or transportation passes provided by employer with a 50% or greater reduction to all employees within a structure for the duration of the business establishment or 5 yrs., whichever is less and if the transit service is located within a ¼ mile (1,320 feet), the parking requirement is reduced by 10%.
- If the transit or bus passes are provided to employees at a cost reduction of 25-49%, and the transit service is located within a ¼ mile (1,320 feet), the parking requirement is reduced by 5%.

**Carpool Space:**  
**(Seattle)**

- Up to a 40% reduction for carpool spaces along with a cash fee, performance bond or alternative guarantee.

**Vanpool:**  
**(Seattle)**

- For each vanpool purchased or leased by an applicant for employees, or equivalent cash fee for purchase of a van by the public ridesharing agency, total required parking reduced by six (6) spaces up to a maximum of 20%.

**Valet Parking:**  
**(Minneapolis)**

*Restaurant (Eating and Drinking) and Hotels (Lodging)*

- Existing restaurants and hotels may satisfy minimum parking requirements with valet service.
- Service must be provided to and from the main entrance.
- Cars must be (valet) parked within 800' feet of use.

**Bicycle Parking:**  
**(Minneapolis)**

- 10% reduction or one space, whichever is greater for providing bicycle parking equal to the number of required automobile parking spaces, no less than four (4) spaces.

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**Car-share:  
(Minneapolis)**

*Multi-family Uses </- 100 units*

- Up to 10% parking reduction for providing one or more on-site parking spaces for vehicles devoted to common use of residents.

**City-Recognized Car-Share Programs:  
(Seattle)**

For any development, one (1) space or up to 5%, whichever is greater, of the total number of required spaces, may be used to provide parking for vehicles operated by a car-sharing program.

- One (1) space will be reduced for every parking space leased by a car-sharing program.
- Any development requiring 20 or more parking spaces that provides a space for vehicles operated by a car-share program, the number of required parking spaces may be reduced by the lesser of three (3) required parking spaces for each car-sharing space or 15% of the total number of required spaces.

**Incentive for Electric Vehicles Charging Stations and Parking:  
(Atlanta)**

- Where off-street parking is required to be provided or where the off-street parking requirement is being met by parking on a private street, **each electric vehicle charging station shall be counted as a parking space and shall reduce the required parking by one additional parking space;** provided however that a total of **no more than 10%**.

**Shared Parking:  
(Seattle)**

- Two or more businesses may share parking spaces or facilities to satisfy all or a portion of required off-street parking.
- Allowed between different category of uses or between uses with different hours of operation, but not both.
- Use for which application made for shared parking must be located within 800' feet of parking.
- Use for which application made for shared parking must be located within 500' feet of parking.  
(Minneapolis)

*Shared Parking between Different Category of Uses*

If an office use shares parking with **Eating and Drinking (Restaurant)** or **Lodging (Hotel/Motel)** uses, among other specified uses, parking may be reduced by 20%.

*Shared Parking between Different Hours of Operation*

For the purposes of this provision, **Eating and Drinking (Restaurant)** establishments, **Lodging (Hotel/Motel)** and **Auditoriums accessory to public or private schools**, are considered nighttime or Sunday uses.

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- Up to 90% of the required parking for a nighttime or Sunday use may be supplied by the off-street parking provided by a daytime use or vice-versa.

### **(San Diego)**

In all zones except single unit residential zones, shared parking may be approved through a Building Permit subject to the following requirements:

Shared parking requests shall be for two or more different land uses located adjacent or near to one another.

- All shared parking facilities shall be located within a 1200-foot horizontal distance of the uses served.
- Parties involved in the shared use of a parking facility shall provide an agreement for the shared use in a form that is acceptable to the City Attorney.
- Shared parking facilities shall provide signs on the premises indicating the availability of the facility for patrons of the participating uses.
- Modifications to the structure in which the uses are located or changes in tenant occupancy require review by the City Manager for compliance.

### **Shared Parking Formula (Peak Parking Demand)**

Shared parking is based upon the variations in the number of parking spaces needed (parking demand) over the course of the day for each of the proposed uses. The hour in which the highest number of parking spaces is needed (peak parking demand) for the proposed development determines the minimum number of required off-street parking spaces for the proposed development.

The applicant **may request approval of shared parking based on the latest Urban Land Institute Parking Study or equivalent study as an alternative to the parking demand rates provided in Tables 142-05I and 142-05J if the applicant provides evidence to the satisfaction of the City Engineer that the alternative parking demand rates more accurately represent the parking demand and peak parking demand for the development.**

### **Cooperative Parking: (Seattle)**

A reduction in required parking and cooperative parking may be used to satisfy parking for two or more commercial businesses with a Cooperative Parking Agreement.

- Up to a 20% reduction for four (4) or more businesses
- 15% reduction for three (3) or more businesses
- 10% reduction for two businesses

### **Reductions for Dept. of Parks and Recreation (DOPAR) Community Centers: (Seattle)**

Upon request of the Director of DOPAR and a recommendation of the Project Advisory Committee, a reduction in required parking may be granted when *family support centers* are located within DOPAR community centers.

- Up to a maximum of 15%
- Director of DOPAR and the Project Advisory Committee must find that:
  1. Lower parking requirement is necessary to preserve existing natural features or recreational facilities deemed significant by them; and,
  2. Surrounding streets can accommodate overflow parking from the combined community center and family support center, or any adverse parking impacts on the neighborhood from the combined community center and family support center will be mitigated.

**Affordable Housing:**  
**(Seattle)**

- **No** minimum parking is required for each dwelling unit rent and income-restricted at or below 80% of the median income.

**Density Bonuses/Development Incentives:**  
**(San Jose)**

The number of parking spaces required, shall be reduced as required under the State Housing Density Bonuses and Incentives Law or as specified in the table, whichever results in the greater parking reduction:

Restricted Affordable Units or Category	No. of Parking Spaces Required	
Very Low Income	0 to 1-bedroom unit	0
	2 to 3-bedroom unit	0.25
	4 or more bedroom unit	0.5
Low Income	0 to 1-bedroom unit	0.25
	2 to 3-bedroom unit	0.5
	4 or more bedroom unit	0.75
Moderate Income	0 to 1-bedroom unit	0.5
	2 to 3-bedroom unit	0.75
	4 or more bedroom unit	1

**Reduction in parking requirements for housing for the elderly:**  
**(Atlanta)**

- 0.5 % per dwelling unit reduction for head of households 62 years of age or older, provided that not more than ten percent of the number of persons housed may be employees on the premises, without regard to age.

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## Residential Uses within Specific Areas

### (Seattle)

- **No** minimum parking is required for all **residential uses** in commercial, RSL and multi-family zones within Urban Villages, except those within the urban center or Station Area Overlay District, **if the residential use is within a frequent transit service area.**

### Tandem Parking:

#### (Seattle)

##### Multi-family Uses Only

Off-street parking requirement for **multi-family structures** may be provided as tandem spaces. Tandem spaces count as one and one-half space

- When at least one (1) space per dwelling unit is required, the total number of parking spaces may not be less than the total number of dwelling units.

#### (San Jose)

The **director may issue a development permit to allow tandem parking spaces to satisfy up to fifty percent** of the required off-street parking.

- This permit shall be issued **only** upon a finding, **based on an adequate parking management plan**, that the reconfiguration of spaces will be adequate to meet the parking demand generated by the project.
- This finding shall be based upon a parking demand analysis which may include, without limitation, alternate peak use of parking spaces, shared parking, proximity to public transit.

#### (San Francisco)

##### Tandem Parking for Residential Uses

Tandem parking shall be counted as **two parking spaces** toward the off-street parking required by this Division subject to the following requirements:

- Within the beach impact area of the Parking Impact Area Overlay Zone, access to the tandem parking space shall be provided from an abutting alley.
- The tandem parking spaces shall be assigned to the same dwelling unit. The owner of the premises or the owner's assigned representative shall enforce the use restrictions.

##### Tandem Parking for Commercial Uses

Tandem parking **shall be counted as two parking spaces** toward the off-street parking required by this Division and only allowed for the following purposes:

- **Assigned employee parking** spaces;
- **Valet parking; and,**
- **Bed and breakfast** establishments



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### **(Peat Settlement-prone) Environmentally Critical Areas: (Seattle)**

Applies to all zoning districts **except**: *SF, Residential Small Lot*, and Low-rise Zones.

- Director may waive the minimum accessory off-street parking requirements to the minimum extent necessary to off-set underground parking potential lost to limitations on development below the annual high static ground water level in peat settlement-prone areas.
- Director may require a survey of on and off-street parking availability.
- Director may take into account the level of transit service in the immediate area; the probable relative importance of walk-in traffic; proposals by the applicant to encourage carpooling or transit use by employees; hours of operation; and any other factor or factors considered relevant in determining parking impact.

### **Director Discretion: (Seattle)**

**Director may reduce required parking for any proposed use in any zone, except Downtown zones, to a level not less than the amount needed to serve parking demand** to be generated by those uses as demonstrated to be generated by those uses **as demonstrated to the satisfaction of the Director by a parking demand study** performed by a licensed professional engineer and submitted by the applicant.

### **Open Option Parking: (Edmonton,CAN)**

Minimum on-site parking requirements have been removed from the zoning by-laws allowing developer's, homeowners, and businesses to decide how much on-site parking to provide on their properties based on; their particular, operations, activities, or lifestyle.

- Facilitates Edmonton's vision to evolve into a compact, transit-oriented, liveable, healthy and sustainable urban form.
- Relies on a **well-organized on-street parking system** that **manages** the **supply and demand** for **on-street parking** and **enforces** the rules for improperly parked vehicles **through paid parking and time limited** parking.
- Barrier-free (accessible) parking is provided at comparable rates.
- Shared or leased out parking spaces allowed for nearby businesses.
- Permits are available to residents of single-family homes and multi-family buildings three (3) stories or less in height within the program area. There are three types of Residential Parking Permits: Annual, Visitor, and Temporary.

### **Incentives for Redevelopment/Infill**

### **Landmark Structures/Districts and Historic/Heritage Structures and/or Districts: (Minneapolis)**

**Parking minimums** may be **waived or reduced for landmark structures or historic structures** or when **landmark structures or historic structures are completely converted to residences**.

- 75% reduction for non-residential

**(San Jose)**

- Additions to a historic landmark, structures in a historic district, or contributing structures to a historic district, do not need to provide parking if the addition conforms to the Secretary of Interior Historic Design Guidelines.

**Established/Existing Buildings (Nonconforming Prior Uses):  
(Minneapolis)**

- Current off-street parking and loading requirements do not apply to uses in buildings with a building permit prior to July 19, 1963.

**(Phoenix)**

- Any parking area, existing as of July 2, 2003, which has an approved parking plan and is in conformance with that plan shall be considered a legal use.

**(San Jose)**

- Any structure which is a legal nonconforming use is exempted from the application of this part, except to the extent of the construction of any additional structure or enlargement of the existing structure.
- ***New structures on parcels that are ten thousand square feet or less with up to thirty thousand square feet of building area do not need to provide parking.***
- ***Additions to structures totaling less than twenty percent of the existing structure are exempt from providing parking.***

**(San Jose)**

- Any structure in the downtown parking management zone legally instituted prior to April 30, 2004 shall be a legal nonconforming use.

**(Atlanta)**

**Reduced parking requirements for buildings built before 1965:**

A reduction of the generally applicable minimum off-street parking requirements shall be allowed in all zoning districts for buildings and portions thereof built prior to 1965, as follows:

- ***Residential uses: No parking is required.***
- ***Non-residential uses: No parking is required, provided that this provision shall not apply to any business establishment larger than 1,200 square feet in floor area that holds any type of alcoholic beverage license.***

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**Expansion of Existing Structures in Multi-family and Commercial Zones:  
(Seattle)**

In multi-family or commercial zones where there is a minimum parking requirement, one (1) dwelling unit may either be added to an existing structure or may be built on a lot that contains an existing structure without additional parking if both of the following are met:

- Either the existing parking meets the development standards, or the lot area is **not** increased and the parking is screened and landscaped to the greatest extent practical; and,
- Any additional parking shall meet all development standards.

**Expansion of Existing Non-Residential Structures in Commercial Zones:  
(Seattle)**

- **No** minimum parking required for non-residential structures in commercial zoning districts if parking would not increase by more than 10%. (If minimum parking required for the expansion would be greater than 10%, parking minimums for entire expansion apply)

**(Fort Worth)**

- For existing buildings that are enlarged, additional parking spaces shall be required for the enlarged portion only.

**Change of Use:  
(San Diego)**

- No additional parking if fewer spaces or same as previous use or resumption of discontinued use

**(Fort Worth)**

- Parking spaces furnished for a building constructed prior to March 1, 1953, that are in excess of the requirements for the building under the provisions of Ord. 3041, may be counted toward the additional spaces required for a change in use, expansion of an existing use or a new building on the premises.
- When the occupancy of any building is changed to another use, parking shall be provided to meet the requirements of this article for the new use.

**Conversion from a More Restricted Use:  
(Fort Worth)**

- 25% reduction for conversion of a commercial use, such as a restaurant to a less restricted use.

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**Director Discretion:**  
**(Seattle)**

In multi-family and commercial zones where there is minimum parking requirements and dwelling units are proposed to be added either to an existing structure, the Director may authorize a waiver or reduction of the parking requirement if the following are met:

- Only use will be residential; and,
- Lot is **not** located within the University District Parking Overlay or the Alki Area Parking Overlay; and,
- Topography of the lot or location of existing structures makes provision of an off-street parking space physically infeasible in a conforming location; or,
- Lot is located in a residential parking zone (RPZ) and a current parking study shows a utilization rate of less than 75% for on-street parking within

**Non-Residential Uses with Limited GFA in Certain Districts:**  
**(Phoenix)**

Retail, assembly uses or restaurant establishments that do not exceed ten percent (10%) of the gross floor area of a development in the Light Industrial (A-1), Industrial District (A-2), and Commerce Park Zoning Districts are not subject to the parking provisions.

**Shopping centers with certain use classifications:**  
**(Houston)**

- ***A shopping center (strip) that contains 20 percent or more of its GFA as a class 6 or 7 use classification, excluding a tavern or pub, small bar, or bar, club or lounge, shall provide the incremental increase in the number of parking spaces required for the class 6 or 7 use classification in excess of the 20 percent of its GFA.*** A shopping center (strip) that contains a tavern or pub, small bar, or bar, club, or lounge shall provide the incremental increase in the number of parking spaces required.
- A shopping center (neighborhood) that contains 20 percent or more of its GFA as a class 6 or 7 use classification pursuant to section 26-492 of this Code ***shall provide the incremental increase in the number of parking spaces required for the class 6 or 7 use classification in excess of the 20 percent of its GFA.***

**Unspecified Tenant(s):**  
**(Tempe)**

- This provision is specifically ***used for distribution and industrial buildings larger than one hundred thousand (100,000) square feet.*** The *building* shall be ***divided into equal tenant spaces with no tenant space containing more than forty thousand (40,000) square feet.*** After dividing the individual tenant spaces into twenty percent (***20%***) ***office*** use and eighty percent (***80%***) ***warehouse*** use, the *parking* standard is one (1) space per five hundred (500) square feet for the first ten thousand (10,000) square feet of the *warehouse* use, and one (1) space per five

thousand (5,000) square feet for the remaining *warehouse* area. The *office* portion shall be calculated at one (1) space per three hundred (300) square feet of *office* floor.

- This provision is specifically **used for office buildings, warehouse buildings, or combination office/warehouse buildings that do not exceed forty thousand (40,000) square feet.** *Parking* is calculated with twenty percent (20%) *office* and eighty percent (80%) *warehouse*. The *warehouse* standard is one (1) space per five hundred (500) square feet for the first ten thousand (10,000) square feet and one (1) space per five thousand (5,000) square feet for the remaining *warehouse* area. The *office* shall be calculated at one (1) space per three hundred (300) square feet. No minimum floor area is specified in this scenario.

## **PARKING REQUIREMENTS**

This section of the report pertains to various parking requirements for some of the cities listed below and included in the research. These parking requirements are a sample of some of the methodologies utilized in some cities based on their specific and stated visions and goals in their general plans. The parking requirements are not an exclusive list of those regulations or exclusive to the cities listed below in which the regulations are reflected.

## **Development Standards**

### **Purpose Statement for Off-Street Parking Regulations: (San Diego)**

Regulations for off-street parking are intended to **require facilities where needed** but **discourage excessive amounts of automobile parking**, to **avoid adverse effects upon surrounding areas and uses**, and to **encourage effective use of walking, cycling, and public transit as alternatives to travel by private automobile**. No off-street parking or loading is required on any lot whose sole feasible automobile access is across a protected street frontage.

### **Equity**

#### **Unbundled Parking: (San Diego)**

##### Multi-family dwelling units

**Off-street parking accessory to rented or leased multi-family dwelling units** shall **not** be included in **any dwelling unit rental agreement** and shall be subjected to a rental agreement and shall be subjected to a rental agreement addendum or in a separate rental agreement.

- Multi-family units with rent and income-restricted at or below 80% of the median income shall be **exempt**.
- Multi-family units with individual garages that are functionally a part of the dwelling unit, including but not limited to townhouses and rowhouses, shall be **exempt**.

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Commercial Uses

Off-street parking accessory to rented or leased commercial use spaces in a structure that contains 4,000 square feet or more of gross floor area (GFA) shall not be included in any new rental or lease agreement and shall be subject to a separate rental or lease agreement.

- Does **not** apply to hotels or automotive.

**Parking Maximums in Excess of Permitted  
(San Francisco)**

- Any off-street parking space or spaces which existed lawfully at the effective date of this Section and which have a total number, that exceeds the maximum permitted off-street parking spaces permitted shall be considered noncomplying.
- **Off-street accessory parking shall not be required for any use, and the quantities of off-street parking shall serve as the maximum amount of off-street parking that may be provided** as accessory to the uses specified. Variances from accessory off-street parking limits, may not be granted. Where off-street parking is provided that exceeds the quantities specified or as explicitly permitted, such parking shall be classified not as accessory parking, but as either a principally permitted or Conditional Use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a Conditional Use for any such parking due to the amount being provided, the Planning Commission shall consider the criteria:

Excess Parking for Non-Residential Uses greater than 20,000 square feet

- A Non-Residential Use greater than 20,000 square feet, any request for accessory parking in excess of what is principally permitted, but which does not exceed the maximum amount stated, shall be reviewed by the Planning Commission as a Conditional Use.

(Tempe)

- A **use permit** is required to provide **more surface parking than the maximum standard and additional landscape** is required.

**Limitations on Parking or Loading Areas in Yards Adjacent to Streets in Residential Districts:  
(Atlanta)**

- No off-street parking areas for four (4) or more automobiles, and no loading space, shall be permitted in any required yard adjacent to a street; and no maneuvering areas serving such spaces shall be so located.
- Where parking areas for four (4) or more automobiles are located adjacent to any lot upon which a dwelling exists as a conforming use, without an intervening street, and where such parking areas are not screened visually from first floor residential windows at such locations, there shall be provided on the lot with the parking a continuous buffer screening such parking area from such view, with a height of six (6) feet. The buffer shall be fence or wall or equivalent vegetative screening, maintained in an unsightly condition.

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**Proximity from Residential:**  
**(Fort Worth)**

- Minimum parking requirements per the parking minimum ratios in the parking chart establishes the minimum parking requirements for uses located in **residential zoned property or within 250 feet of one- or two-family zoned property**. This regulation shall not include properties adjacent to one- or two-family districts that are used as utilities, waterways, railroad right-of-way or other nonresidential public use.
- When a property zoned and used for one- or two-family residential purposes is located within 250 feet, but is separated by one of the above uses, parking is not required only if access is not possible to the residential area. For all other uses, no minimum parking spaces shall be required.
- The maximum number of parking spaces shall not exceed 125% of the minimum parking requirement for all uses listed in the table. Parking in excess of the maximum shall be allowed by meeting the requirement of **one tree above the minimum** required for every additional ten parking spaces beginning with the first additional parking space and for each ten spaces thereafter.

**Off-Site:**  
**(Seattle)**

Off-site parking provided to fulfill required parking may be established by permit on a lot if the parking proposed is otherwise allowed on the lot.

- Existing parking may be used even if nonconforming to current standards provided it is not required for a use on the lot that is the site of the off-site parking.

**(San Jose)**

Off-site, alternating use and alternative parking arrangements - Vehicle or bicycle

May be permitted with a special use permit if:

Parking facilities on a lot other than the lot occupied by the building or use which they are required to serve where the lots are not contiguous or there is no recordation of a cross-access easement with reciprocal parking.

- Alternating use of common parking facilities where certain uses generate parking demands during hours when the remaining uses are not in operation (for example, if one use operates during the day time or on weekends and the other use operates at night or on weekdays).
- Parking facilities which accommodate the required number of spaces in an alternative parking design.

Director, or planning commission on appeal, may approve such off-street parking facilities arrangements only upon making the following findings:

- The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses;
- It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; and,
- The parking facility is reasonably convenient and accessible to the buildings or uses to be served.

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**(San Diego)**

Required off-street parking spaces for uses in Urbanized Communities may be located off-premises, subject to the following regulations:

- Residential Uses. Some portion of the off-premises parking shall be within a **25-foot** horizontal distance of the premises on which the use requiring off-street parking spaces is located, and in the Coastal Overlay Zone, the site of the off-premises parking shall be identified with appropriate signs. **Within the beach impact area of the Parking Impact Overlay Zone, off-premises parking shall not be permitted for residential uses.**
- Nonresidential Uses. Some portion of the off-premises parking shall be within a non-residential zone and within a **600-foot** horizontal distance of the premises on which the use requiring off-street parking spaces is located, **and in the Coastal Overlay Zone, the site of the off-premises parking and the site of the use shall be identified with appropriate signs within the Coastal Overlay Zone.**
- Control of Parking Spaces. The off-premises parking, which shall be identified with appropriate directional signs for development in the Coastal Overlay Zone, shall be owned or controlled by the owner of the use requiring the off-street parking spaces.

**(Phoenix)**

A non-residential use in a non-residential district may have parking on another lot when:

- The lot is located within **300 feet** of the use measured in a direct line from the building or, if no building is present, from the property line, and is not across an arterial or collector street; and,
- The *off-site parking area is zoned the same as the use or is in a zoning district permitting commercial parking lots; and,*
- The **use of the parking area is exclusively for the subject use and does not reduce parking for any other use.**

**(Columbus)**

Parking for commercial, institutional, or manufacturing uses may be provided on a lot that is:

- Located within **750 feet** of the use to be served; and,
- Owned or leased by the operator of the commercial, institutional, or manufacturing use and located in an appropriate zoning district with a limited overlay or CPD text having conditions which limit its use to parking reserved for the duration of that use to be served.

**(Fort Worth)**

If sufficient parking is not available on the premises, **a private parking lot may be provided within 500 feet**, either on property zoned for that purpose or on approval as a special exception by the board of adjustment subject to the following conditions:

- The parking must be subject to the front yard setback requirements of the district in which it is located.
- The parking area must be hard surfaced and dust free.



- A six-foot screen fence and bufferyard must be provided on all sides adjacent to a residential district.
- Area lights must be directed away from adjacent properties.
- The lot, if adjacent to a residential district, must be chained and locked at night.

### **Small Lots (San Diego)**

#### **Alternative Parking Requirement for Commercial Uses on Small Lots**

<b>Type of Access</b>	<b>Minimum Number of Parking Spaces</b>
With Alley Access	1 space per 10 feet of alley frontage, minus one space
Without Alley Access	none required

### **Compact Parking: (Phoenix)**

- May only be used for spaces in excess of the required parking spaces and shall be located in the lowest use areas of the site. The minimum dimensions are eight (8) feet by sixteen (16) feet.
- Multi-family projects may use compact space dimensions for no more than 10% of required parking spaces. If garages are provided for dwelling units, one compact space may be allowed for each garage unit up to a maximum of 30% of required parking.

### **Disability/Alternative Parking: (Minneapolis)**

Offered at all municipal facilities:

- Metered Parking
- Parking Zones
- Transfer Zones

### **(Austin)**

- If off-street parking is provided, it must include parking for persons with disabilities.

### **Maximum Number of Vehicles for Dwellings: (Minneapolis)**

- Only **two (2) vehicles allowed per lot**, including within enclosed structures.

### **Special Districts/Special Review Districts: (Fort Worth)**

#### District "H" exempt from parking requirements (Downtown -CBD)

- No off-street parking shall be required for development in the Central Business District also known as "H" district.

**(Austin)**

- Off-street motor vehicle parking is not required within the central business district (CBD) or downtown mixed use (DMU) zoning districts except as provided.
- Maximum number of parking spaces allowed may be increased at the request of an applicant.
- The director shall approve an increase if all parking spaces are contained in a parking structure and the total number of spaces is less than 110 percent of the spaces.
- Only if bicycle parking is also increased proportionately.

**(Tempe)**

Commercial (all types): <b>bar</b> , clinic, <b>club</b> , entertainment, office, <b>restaurant</b> , retail, fitness center, theater, etc.	first 5,000 sf waived.  1 space per 500 sf thereafter
Commercial, outdoor	0

**(Seattle)**

**Major Institutional Parking Districts – (e.g. universities and hospitals):**

Maximum Parking

- Off-street parking shall not exceed 135% of minimum parking requirements unless approved by Administrative review or City Council approval.

Educational Institution Uses (universities)

Long-term parking:

- A number of spaces equal to 15% of the maximum number of students present at peak hour, excluding resident students, plus 30% of employees present at peak hour; plus 25% of the resident unmarried students; plus, one space for each married student apartment unit are required.

Short-term parking:

- A number of spaces equal to 5% of the maximum number of students present at peak hour excluding resident students are required.

**Performance Standards (Regarding Parking Design):**

**(Minneapolis)**

A total of 10 performance standard points are required to be achieved toward amenities for all planned developments (PD's). The following are performance standard points toward amenities awarded regarding **parking design**:

- 10 pts. for **active liner uses** (residential/office/restaurants or other uses) **as part of a parking garage around the perimeter of a public garage where a façade is facing a street, sidewalk, or pathway.**

- 
- 10 pts. for ***underground parking garages.***
  - 3 pts. for ***decorative or pervious surface for on-site parking and loading areas,*** drives, driveways and walkways.
  - 3 pts. for ***public access to short-term use of shared bicycles for mixed-use and non-residential*** uses only (minimum of 10 bicycle spaces per one commercial use)
  - 3 pts. for ***public access to shared passenger vehicles (one per 100 dwelling units required for credit for residential uses)***

### **On-Street**

#### Metered Parking

##### (Minneapolis)

- Paid parking (coins or credit card payment)
- Free for holidays
- App or pay stations

##### (Atlanta)

- Where ***on-street parking spaces*** exist ***in a public right-of-way,*** ***one on-street parking space may be substituted for every required off-street parking space,*** ***provided*** the on-street space ***immediately abuts the subject property.***

### **Critical Parking Areas**

#### (Seattle)

Residential on-street permit parking areas intended to provide relief to neighborhood residents from parked vehicles by persons who have no association with residents or business in the neighborhood.

- Permits issued for licensed residents and businesses at qualifying addresses.
- Permittees are required to park in the designated critical parking areas during posted times.
- Program is optional and fees are charged.

### **Parking Plans**

#### (Phoenix)

- Required for any new construction or expansion of an existing building.

#### (Fort Worth)

- Where off-street parking is required, except for one-, two-, three- or four-family dwellings, a plan approved by the city traffic engineer, showing the location and arrangement of spaces, shall be furnished to the planning and development department, accompanied by sufficient proof of ownership, lease or other arrangement as will show that the spaces contemplated will be permanent. Any future changes in parking arrangements must be approved by the planning and development department.
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## **Transportation Management Program (TMP)**

### **(Minneapolis)**

A Transportation Management Program is required when a major institution proposes parking in excess of 135% of the minimum parking required for short-term parking, or:

- When a *Major Institution* prepares a master plan or applies for a master use permit for development that would provide 20 or more parking spaces; or
- Increase the major institution's number of parking spaces by 20 or more above the level existing on May 2, 1990.

The Director shall assess the traffic and parking impacts of the proposed development against the general goal of reducing the percentage of the *Major institution's* employees, staff, and/or students who commute in single-occupancy vehicles (SOV) during the peak period to 50% or less, excluding those employees or staff whose work regularly requires the use of a private vehicle during working hours.

- The TMP goes into effect upon Council adoption of the Major Institution master plan.

The City Council may approve in excess of 135% of the minimum requirements for long-term parking spaces or may increase or decrease the required 50% SOV goal, based upon the Major Institution's impacts on traffic and opportunities for alternative means of transportation. Factors to be considered, include, but not limited to the following:

1. Proximity to a street with frequent transit service;
2. Air quality conditions in the vicinity of the Major Institution;
3. Absence of other nearby traffic generators and the level of existing and future traffic volumes in and through the surrounding area;
4. Patterns and peaks of traffic generated by Major Institution uses and the availability or lack of on-street parking opportunities in the area;
5. Impact of additional parking on the Major Institution;
6. Extent to which the scheduling of classes or work shifts reduces the transportation alternatives available to employees or students or the presence of limited carpool due to the small number of employees; and
7. Extent to which the Major Institution has demonstrated a commitment to SOV alternatives.

### **(Edmonton, CAN)**

TDM is a comprehensive assessment of how people move to and from a site or open area and can establish strategies that increase transportation efficiency to alternate modes, such as walking, cycling, public transit, etc.

- Required for certain types of development.
- TDM plans may be requested through rezoning requests.

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Reductions in required off-street parking spaces(San Jose)

## A. Alternative Transportation.

1. A reduction in the required off-street vehicle parking spaces of up to **50%** may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of **at least three transportation demand management (TDM) measures** as specified in the following provisions:
  - Within **two thousand (2,000) feet** of a **proposed** or an **existing rail station** or **bus rapid transit station**, or an area designated as a **neighborhood business district**, or as an **urban village**, or as an **area subject to an area development policy** in the city's **general plan**; and,
  - The structure or use provides **bicycle parking** spaces.
2. For **any reduction** in the required off-street parking spaces **that is more than twenty percent**, the project **shall be required to implement a transportation demand management (TDM) program** that contains but is not limited to **at least one** of the following measures:
  - Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or
  - Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement).
3. In addition to the requirements above for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to **at least two** of the following measures:
  - Implement **a carpool/vanpool or car-share program**, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations; or
  - Develop **a transit use incentive program for employees**, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement); or
  - Provide **preferential parking with charging station for electric or alternatively-fueled vehicles**; or
  - Provide a **guaranteed ride home program**; or

- 
- Implement **telecommuting and flexible work schedules**; or
  - Implement **parking cash-out program for employees** (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
  - Implement **public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options**; or
  - **Make available transportation during the day for emergency use by employees who commute on alternate transportation** (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
  - Provide **shuttle access to Caltrain stations**; or
  - **Provide or contract for on-site or nearby child-care services**; or
  - Incorporate **on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts)**; or
  - Provide **on-site showers and lockers**; or
  - Provide a **bicycle-share program or free use of bicycles on-site** that is **available to all tenants of the site**; or
  - **Unbundled parking**; and,

4. For any project that requires a TDM program:

- The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and,
- The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

5. A reduction in the required off-street vehicle parking spaces for a structure or use of up to ten percent or up to two off-street vehicle parking spaces, whichever is less, may be authorized with a development permit or a development exception if no development permit is required for a particular use, for nonresidential uses in conformance with the following:

- In addition to the off-street bicycle parking spaces required for the structure or use, ten off-street bicycle parking spaces consisting of bicycle racks or five off-street bicycle parking spaces consisting of bicycle lockers shall be provided for everyone required off-street vehicle parking space that is reduced; and,
- The bicycle parking spaces shall conform to all of the requirements.

Ground Floor Commercial Uses in Neighborhood Business Districts or Urban Villages

Off-street vehicle parking requirements shall be reduced to one space per four hundred square feet of floor area, provided all the following requirements are met:

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- The site is designated on the general plan land use/transportation diagram with the neighborhood business district overlay or designated as urban village; and,
  - The use is located on the ground floor of a building; and,
  - No parking reduction is already approved for a use
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#### Nonresidential Uses in a Main Street District

Director may reduce the required vehicle parking spaces for non-residential uses by up to thirty percent with a development permit based on the following findings:

1. The project achieves **one** of the following:
  - a. The project promotes safe pedestrian movements by eliminating or significantly reducing the need for vehicular driveways to the Main Street through parcel assembly or shared access or by providing a new pedestrian walkway to the Main Street that facilitates safe and convenient access for a substantial segment of the surrounding neighborhood; or
  - b. The project promotes the efficient use of available parking by providing shared parking facilities; and,
2. The project does not include a parking reduction for ground-floor commercial building area subject to reduced parking requirements; and,
3. For a project that includes ground floor commercial building space, the project is designed in a manner that ensures the availability of adequate parking for ground floor commercial uses.

#### Other Uses

1. Up to a twenty percent reduction in the required off-street parking for private instruction or personal enrichment; sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions; SROs; efficiency living units; emergency residential shelters; residential care/service facilities; convalescent hospitals; hotels/motels; bed and breakfast inns; senior housing uses; recreation uses; gasoline service or charge stations when combined with other uses; and performing arts rehearsal space uses may be approved with a development permit or a development exception if no development permit is required, provided that such approval is based upon the findings that the project is either within two thousand feet of an existing or proposed bus or rail transit stop; or the use is clustered with other uses that share all parking spaces on a site.
2. **Up to a one hundred percent reduction** in the required off-street parking for **emergency residential shelters** may be approved with a development permit or a development exception if no development permit is required.

#### Varying From Minimum Parking Requirements (San Diego)

- Approval of a Transportation Demand Management (TDM) Plan and Site Development Permit
- The TDM Plan shall be designed to reduce peak period automobile use with such techniques as carpooling, vanpooling, transit, bicycling, walking, telecommuting, compressed work weeks, or flextime.
- In **no** case shall the number of automobile parking spaces provided be **less than 85 percent** of the minimum that would otherwise be required.
- Show that the TDM Plan adequately mitigates the proposed reductions in automobile parking

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- The owner shall set aside land for a parking facility or allow for future construction or expansion of a structured parking facility that is sufficient to provide additional parking spaces equal in number to the number reduced.
  - **In the event of noncompliance with the TDM Plan**, the City Manager shall require the owner to construct additional parking spaces equal in number to the spaces originally reduced.

**(Atlanta)**

**Any development providing more than 50,000 square feet of gross leasable floor area shall become a member of the Buckhead Area Transportation Management Association (BATMA) which provides services to the area or shall provide a Transportation Management Plan (TMP) meeting the criteria listed below:**

1. No certificates of occupancy shall be issued until such time as the developer or leasing agent has submitted to the director written confirmation of BATMA membership or has submitted a TMP whereas BATMA may assist with the preparation of such TMP; and,
2. The TMP shall contain strategies to reduce single occupancy vehicle trips generated by the project and shall be based on an annual commute mode survey. Said survey shall be based on a continuous five-day work week for all estimated employees arriving at the work site and for all residents leaving the site between 6:00 a.m. and 10:00 a.m., Monday through Friday. Based on the survey information, the employer and residential manager shall develop a TMP, which shall include, but not be limited to the following:
  - a. Commute alternatives:
    - i. Incentives for public transit ridership such as transit cards;
    - ii. Carpooling and vanpooling;
    - iii. Commuter bicycling and walking programs; and,
    - iv. Alternative, staggered, compressed or flexible work hours for commercial components.
  - b. Transportation demand strategies:
    - i. Improvements to alternative modes such as vanpooling;
    - ii. **Financial incentives given to employees and/or residents who use commute alternatives;**
    - iii. **Parking management** programs;
    - iv. **Commute alternatives information and marketing;**
    - v. **Shared parking** arrangements;
    - vi. Provision for a mixture of uses on-site; and,
    - vii. **Pedestrian links** to adjacent uses.



**Parking Management Zone (Downtown)**  
**(San Jose)**

In-lieu Fee Fund

- Any in-lieu off-street parking fee collected shall be deposited in said special fund.
- Funds expended only to acquire sites for, and/or pay costs of the construction of, public off-street parking facilities in or near the downtown parking management zone.

Preferred parking

- When payment of the in-lieu off-street parking fee has been made, the owners of the subject property may be given preference in the leasing of monthly parking spaces in city off-street parking facilities which are located within reasonable walking distance of the subject property, if such spaces are available. Such spaces may be made available on a monthly basis.
- The number of preferential parking spaces shall not exceed the number of required off-street parking spaces for which the in-lieu fee was paid. The preferences under this section shall remain in effect for a period not to exceed twenty years from the date of the issuance of the building permit or the acceptance of the conditional use permit. The granting of these preferences, in any case, shall be at the sole discretion of the city and may be withdrawn at any time once granted.

**Parking Assessment Zone:**  
**(San Diego)**

Property within a parking assessment district formed pursuant to any parking district ordinance adopted by the City Council may reduce the number of parking spaces provided from the minimum automobile space requirements in accordance with the application of the following formula: (Assessment against the subject property) / (Total assessment against all property in the parking district) x (parking spaces provided in the district facility) x 1.25 = parking spaces reduced. The remainder of the off-street parking spaces required shall be provided on the premises or as otherwise provided in the applicable zone.

Property Within More than One Parking Assessment District. Property located in more than one parking assessment district is entitled to the exemption for each parking assessment district.

**Minimum Required Motorcycle Parking**  
**(San Jose)**

<b>Use</b>	<b>Required Motorcycle Parking Spaces</b>
Multi-dwelling	1 motorcycle space per 4 units
Restaurants/Bar Hotel/Motel	1 motorcycle space per 20 code required auto parking spaces
Schools	None

**Required Car-Share Parking Spaces**  
**(San Francisco)**

<i>Number of Residential Units</i>	<i>Number of Required Car-Share Parking Spaces</i>
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0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 dwelling units over 200
<b><i>Number of Parking Spaces Provided for Non-Residential Uses or in a Non-Accessory Parking Facility</i></b>	<b><i>Number of Required Car-Share Parking Spaces</i></b>
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 parking spaces over 50

### **Optional Car-Share Parking Spaces (San Francisco)**

<b><i>Number of Residential Units</i></b>	<b><i>Maximum Number of Optional Car-Share Parking Spaces</i></b>
10 - 24	2
25 - 49	3
50 or more	5
<b><i>Amount of Square Footage for Non-Residential Uses</i></b>	<b><i>Maximum Number of Optional Car-Share Parking Spaces</i></b>
5,000 - 9,999 sq. ft.	2
10,000 - 19,999 sq. ft.	3
20,000 or more sq. ft.	5

### **Rideshare Information (San Diego)**

- All nonresidential uses with more than 100,000 square feet of gross floor area are required to provide a kiosk or bulletin board that displays information on transit use, carpooling, and other forms of ridesharing.

### **Design Standards**

The following design standards are representative of some of those contained within the development standards sections of parking regulations for some of the cities researched; and, are not exclusive to those cities listed below. The design standards are an important part of parking requirements that help to determine the visual landscape of communities. These requirements for parking facilities include, and are not limited to parking setbacks, location of parking facilities, points of access, paving materials, building form for parking structures, landscaping, screening, and lighting for all parking facilities, including parking lots.

### **Environmental: (Edmonton, CAN)**

- Parking shall incorporate low impact development (Green Infrastructure) best management practices.

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## **Building Form/Articulation:** **(Edmonton, CAN)**

### Parking Structures

Above Ground Parkades (parking garages) must provide:

- Windows or wall openings along street frontages;
- have active ground floor facades; or,
- provide a minimum 3-meter setback from front property line or flanking the property line and build a pocket park in that space.

### Above Ground Parkades (Garages)

1. **Commercial uses in commercial districts other than vehicle parking shall be provided at ground level along street frontages of an above ground parkade** to provide continuity of commercial frontage along each block face that abuts a public roadway.
2. Garage shall **not** have **any blank walls along street frontages and screen any Above Ground Parkade above the first story with a building façade or public art.**
3. Minimum 4-meter height on ground level story.
4. Located appropriately considering surrounding land uses, adjacent public roadway, any buffers, adjacent pedestrian areas, and site access.
5. Adequate vision clearance so motorists have clear views of sidewalks while leaving the parking structure on either side of the exit and approaching pedestrians have a clear view of approaching vehicles.
6. Sufficient queuing space at entrances and exits.
7. **Stand-alone Above Ground Parkades are only allowed in specific districts;** mainly urban, high density and central business districts, airport districts and entertainment districts.
8. **Prohibited** within any district with **single-family uses.**

### Surface Parking Lots

1. Minimum 3-meter from the property line that abuts a sidewalk.
2. Landscaping that screens and shades parking areas.
3. Landscape islands.
4. Stand-alone parking lots are only allowed in specific districts; mainly urban, high density and central business districts, airport districts and entertainment districts.

## **(Atlanta)**

The **area between any building, parking garage, or parking lot and the required sidewalk**, when no intervening building exists, **shall be defined as the supplemental zone**. Supplemental zones shall meet the following requirements. Except as otherwise specified below, the square footage contained within a supplemental zone which meets all the following supplemental zone requirements may be counted towards public space requirements.

Supplemental zone general requirements:

- Where sidewalk level residential units are located, the supplemental zone shall be landscaped with the exception of terraces, porches, stoops and walkways, which may occupy a maximum of two-thirds of the supplemental zone area;
- Terraces, porches and stoops shall have a maximum finished floor height of 36 inches above finished grade, unless existing topographical considerations render this requirement unreasonable;
- The supplemental zone shall be no more than 24 inches above the adjacent public sidewalk unless existing topographical considerations render this requirement unreasonable.

**Ground Floor or Below-Grade Parking and Street Frontages with Active Uses:**  
**(San Francisco)**

- All off-street parking in C-3 Districts (both as Accessory and Principal Uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from grade) unless an exception to this requirement is granted.
- ***Parking located at or above ground level*** shall conform to the street frontage requirements and ***shall be lined with active uses***, to a depth of at least 25 feet along all ground-level street frontages, except for space allowed for parking and loading access, building egress, and access to mechanical systems.

**Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages:**  
**(San Francisco)**

- In order ***to preserve the pedestrian character of certain districts and to minimize delays to transit service, garage entries, driveways, or other vehicular access to off-street parking or loading via curb cuts on development lots shall be regulated*** as set forth in this subsection (r). These limitations do not apply to the creation of new publicly-accessible Streets and Alleys. Any lot whose sole feasible vehicular access is via a protected street frontage.
- A long list of street frontages are protected.

**Podium Parking:**  
**(Edmonton, CAN)**

- Required for high-rise buildings six (6) stories or higher.
- Underground Parking, On-street Parallel and Head-in spaces required in certain subdistricts within the central business districts.
- Where large parking volumes are unavoidable, multi-level, Above Ground Parkade or Underground Parkade shall be integrated into multi-use buildings.

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### High-Rise Building Setbacks: (Phoenix)

**All structures higher than four stories high or forty-eight feet** in height, shall conform to the following standards:

- A **front yard** of not less than **thirty-five feet** in depth shall be provided.
- A **landscaped area** of not less than five times the width of the front yard, measured in square feet, shall be provided.
- Parking spaces shall be permitted in the front yard; provided, however, that such **parking is screened from any public right-of-way by appropriate walls, beams, or solid landscaping.**
- A **structure of less than forty-eight feet or four stories** in height **may be constructed in the required front yard; provided however, that such a structure conforms to the requirements.**

The required thirty-five-foot front yard **setback may be reduced to twenty-five feet according to the following:**

- The inclusion in the **development plan of any of the following amenities shall allow the setback requirement to be reduced by five feet per amenity, with a maximum allowable reduction of ten feet.**
- **Underground parking;**
- Developed **pedestrian mall or plaza;**
- **Additional Landscaping.**

### Safety Design Standards

#### Parking Structures, Parking Lots and Underground Parking: (Edmonton, CAN)

- Site and building layouts shall include design elements that take principles from **Crime Prevention Through Environmental Design (CPTED)** into consideration; particularly, commercial, industrial, and multi-family parking areas or structures. Elements that allow for natural surveillance, high-quality interior and exterior lighting, increasing sight lines and other aspects of physical layout that reduce vulnerability of pedestrians by avoiding areas of concealment or entrapment, such as long public corridors, stairwells, blind corners, etc.

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## **OFF-STREET LOADING REQUIREMENTS**

The following are off-street loading requirements contained within the parking regulations of some of the cities researched. The off-street loading methodologies for the cities below are not exclusive to the cities listed or of the regulations of those cities listed. Loading requirements described include, and are not limited to possible reductions in the number of required off-street loading spaces, as well as development standards for change of use, proximity to residential, access, and screening.

### **(San Diego)**

Off-street loading requirements are intended to assure that off-street parking and loading facilities are provided in amounts and in a manner that will be consistent with the objectives and policies of the San Francisco General Plan, as part of a balanced transportation system that makes suitable provision for walking, cycling, public transit, private vehicles, and the movement of goods.

#### **Additions to Structure and Uses:**

##### **(San Diego)**

- For any structure or use lawfully existing on such effective date, off-street loading spaces need be provided only in the case of a major addition to such structure or use, and only in the quantity required for the major addition itself. Any lawful deficiency in off-street loading spaces existing on such effective date may be carried forward for the structure or use, apart from such major addition.
- For these purposes, a “major addition” is hereby defined as any enlargement, alteration, change of occupancy or increase in intensity of use which would increase the requirement for off-street loading spaces by at least 15%.
- Successive additions made after the effective date of an off-street loading requirement shall be considered cumulative, and at the time such additions become major in their total, off-street loading spaces shall be provided as required for such major addition.

#### **Porte Cocheres:**

##### **(San Francisco)**

Porte cocheres to accommodate passenger loading and unloading are not permitted except as part of a Hotel, inn, or hostel use.

#### **Reductions to Loading Space Requirements:**

##### **(San Jose)**

- director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight.
- director may reduce the number of off-street loading spaces based on the available loading space within the public right-of-way.

**(Atlanta)**

- Where legal ***on-street loading spaces*** of any width ***exist in a public right-of-way***, ***one on-street loading space may be substituted for every required off-street loading space***, provided the on-street space ***immediately abuts the subject property***.
- A ***reduction of off-street loading requirements*** may be approved by the director subject to a ***shared loading arrangement*** that avoids conflicting loading demands. Shared loading arrangements ***may include multiple uses on one or more contiguous lots***.

**Proximity to Residential Districts:**

**(San Jose)**

- No off-street loading space required by this part shall be closer than fifty feet to any lot or parcel of land in a residence district unless such off-street loading space is wholly within a completely enclosed building or unless enclosed on all sides by a wall not less than eight feet in height.

**Access, Distance from Use and Other:**

**(Minneapolis)**

- Loading spaces may not be within 30' feet of two intersecting streets.
- May be off-site within 500' feet of the site serving.
- Loading plans required.
- May not be within required setback.
- Uses are categorized with a rating of low, medium, and high based on the size of the use. When a development includes more than one (1) non-residential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category are added together to determine the number of required loading spaces.

**(Edmonton, CAN)**

- Off-site loading spaces are prohibited.

**(Fort Worth)**

- The minimum distance from the loading dock to the right-of-way line shall be 60 feet. Such space shall be submitted on a plan and approved by the director of traffic engineering and the planning and development department.
- The minimum distance above may be reduced by the approval of the director of traffic engineering and the planning and development department under unusual circumstances.

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**Screening:  
(Fort Worth)**

Screening for commercial/institutional uses shall include screening of loading docks, truck berths, refuse handling facilities (including refuse disposal and recycling) and ground level mechanical equipment visible from public right-of-way and is required per the following:

*Loading docks and truck berths*

- Opaque walls, wooden screening fences, landscaped berms or landscape areas all of which must be a minimum of eight feet in height and must screen loading dock areas from view from the public street right-of-way with the greatest pavement width parallel to the trailer berths. Screening shall be of sufficient length to screen the maximum size trailer which can be accommodated on-site and shall be parallel to trailer berths.
- Example: Docks and berths that accommodate a 50-foot trailer shall be screened with a 50-foot wall parallel to the berth.

**Change of Use  
(Seattle)**

Existing deficits in the number of required loading berths shall be allowed to continue if a change of use occurs.

- Uses shall be considered low-demand uses, medium-demand uses and high-demand uses.
- When a lot contains more than one (1) business establishment within the same category of low-, medium- or high-demand use, the square footage of the business establishments within the same category shall be added together in order to determine the number of required loading berths.

**Exception to Loading Requirements**

- For uses with less than 16,000 square feet of gross floor area that provide a loading space on a street or alley, the loading berth requirements may be waived by the Director if, after review, the Director of Transportation finds that the street or alley berth is adequate.

Within the ***Downtown*** and ***South Lake Union Urban Centers*** and within the ***MPC-YT zone***, loading berth requirements ***may be waived or modified*** if the Director finds, after consultation with and approval by the Director of Transportation, that the number of loading berths is not required ***and that the modified number will be sufficient***. The applicant shall submit specific information addressing the following criteria, upon which the Director's determination shall be based:

- All loading is proposed to occur on-site; or
- Loading that is proposed to occur in a public right-of-way can take place without disrupting pedestrian circulation or vehicular traffic;
- Additional evidence relating to the size, character and operation of the building and likely tenancy; and,
- Where loading occurs at a central loading facility, goods can be distributed to other buildings on-site without disrupting pedestrian circulation or vehicular traffic.



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### Standards for Loading Berths

1. Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.
2. Length.
  - a. High-demand Uses. Each loading berth for a high-demand use shall be a minimum of fifty-five (55) feet in length unless reduced by determination of the Director as provided at subsection C2c.
  - b. Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.
  - c. Exceptions to Loading Berth Length. Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:
    - (i) High-demand Uses. Thirty-five (35) feet when access is from a collector arterial or local access street; and forty-five (45) feet when access is from a principal or minor arterial street;
    - (ii) Low- and Medium-demand Uses. Twenty-five (25) feet.
  - d. Multipurpose convenience stores, sales, service and rental of major durables, and specialty food stores may be required by the Director to increase the length of required loading berths; however, these uses shall not be required to provide loading berths in excess of fifty-five (55) feet. The review of loading berth length requirements for these uses shall focus on the size of vehicles that frequently serve the business and the frequency of loading activity that will extend beyond the lot line during daytime hours (six (6:00) a.m. to six (6:00) p.m.). Large-truck loading occurring on a daily basis shall generally require longer loading berths; when such activity occurs on at least a weekly basis, it will be evaluated regarding the amount of traffic disruption and safety problems potentially created; such activity occurring on less than a weekly basis shall generally not require longer loading berths.

### **Traffic Engineer to Designate Public Carrier Stops and Stands (Tempe)**

- The Traffic Engineer with Council approval is hereby authorized to establish bus stops, bus stands, taxicab stands or other passenger common-carrier motor vehicle stands on public in such places as he shall determine to be of greatest benefit and convenience to the public. Such bus stops, bus stands, taxicab-stands or other stands so established shall be designated by appropriate signs where deemed by the Traffic Engineer, as necessary.

### **Bus and Taxi Zones (Tempe)**

The following rules shall govern the stopping, standing, and parking of buses and taxicabs:

- The driver of a bus or taxi shall not park upon any street at any place other than at a bus stop or taxi zone, respectively, except that this provision shall not prevent the driver of any such vehicle

from temporarily stopping in accordance with other stopping or parking regulations at any place for the purpose of and while actually engaged in loading or unloading passengers;

- No person shall stop, stand or park a vehicle at any time in a place marked as a no parking zone by sign or red painted curb, except that a driver of a bus may stop to unload and load passengers in such a zone if signs indicate a bus loading zone; or
- No person shall stop, stand, or park a vehicle other than a taxi in a place indicated by signs as a taxi standing zone.

**Off-street Required Minimum Motorcycle Loading Spaces  
(San Jose)**

Use	Minimum Number of Loading Spaces
Restaurants/Bars/Hotels/Motels  >/- 10,000 SF Each 20,000 SF	1 1 for each

### Minimum Off-Street Parking Ratios for Other Cities

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom
		<b>Minimum/Maximum Vehicle Spaces</b>				
City						
Atlanta	1/DU up to 3 bedrooms; 1/DU + 1 space for each bedroom above 3 bedrooms for dwellings with four or more bedrooms	1/100 sf of floor area	1/100 sf (FLA), plus three (3) spaces before service position; one (1) space after service position	Where an eating and drinking establishment derives more than 60 percent of its gross income from the sale of malt beverages, wine, and/or distilled spirits, it shall be required to have 1/75 sf of floor area	1/ rental unit + one-half space per employee; 1/100 sf of restaurant/lounge gross leasable area; 1300 sf of other convention facilities (GLA)	<b>Elementary or middle school:</b> 2 spaces for ea. classroom; <b>High school:</b> 4 spaces for ea. classroom; <b>Colleges and universities:</b> 8 spaces for ea. classroom
Austin	<b>Efficiency dwelling unit:</b> 1 space; <b>1-bedroom dwelling unit:</b> 1.5 spaces; <b>Dwelling unit larger than 1 bedroom:</b> 1.5 spaces plus 0.5 space for each additional bedroom	≤2,500 sq. ft.: 1 space for each 100 sq. ft.; >2,500 sq. ft.: 1 space for each 75 sq. ft.; If no customer service or dining area is provided: 1 space for each 275 sq. ft.	≤2,500 sf: 1/100 sq. ft.; >2,500 sf: 1/75 sf; If no customer service or dining area is provided: 1/275 sf + 8 queue spaces for each service lane	<2,500 sf: 1/100 sf; 2,500—10,000 sf: 1/50 sf; <10,000 sf: 1/25 sf	1.1/ each room	1.5 spaces for each staff member + 1 space for each 3 students enrolled in 11th and 12th grades
Baltimore	<b>Studio less than 400 sf GFA</b> – 1 per dwelling unit <b>Studio 400 sf or greater GFA &amp; 1 Bedroom</b> – 1.25 per dwelling unit; <b>2 Bedroom:</b> 1.75 per dwelling unit <b>3-4 Bedroom:</b> 2 per dwelling unit <b>5+ Bedroom:</b> 2.5 per dwelling unit	1/60 sf of indoor public seating area	1/60 sf of indoor public seating area + 3 stacking spaces per drive-through lane	1/60 sf of indoor public seating area	1/4 rooms	<b>Primary:</b> 1/4 teachers and employees + 1/25 seats in auditorium or other public assembly facility seats <b>Sec:</b> 1/4 teachers and employees + 1/50 students based on the greatest number of student enrollment permitted <b>Post-Sec:</b> 1/4 teachers and employees + 1/25 students based on the greatest number of student enrollment permit

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools				
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom				
	<b>Minimum/Maximum Vehicle Spaces</b>									
<b>City</b>										
<b>Boston (By Districts)</b>	Ranges from: 0.5-1.0 spaces/unit based on housing type to 1.0-1.5; Lower ratios for elderly housing	4.0 spaces/1,000 sf	4.0 spaces/1,000 sf	4.0 spaces/1,000 sf	0.4/room; Restricted Parking Dist: 0.7/room	0.75/1,000 sf				
<b>Columbus</b>	<b>Min:</b> <b>Max:</b> N/A	<b>Min.</b> 1/75 sf of dining area; <b>Patio/ Outdoor or dining areas:</b> 50% of required	<b>Max:</b> 1/50 sf; <b>Patios/ Outdoor or dining areas:</b> 1/50 sf	<b>Min.</b> 1/75 sf of dining area; <b>Patios/ Outdoor or dining areas:</b> 50% of required	<b>Max</b> 1/50 sf; <b>Patio/ Outdoor dining areas:</b> 1/50 sf	<b>Min:</b> 1/75 sf of dining area; <b>Patio/ Outdoor or dining areas:</b> 50% of required	<b>Min:</b> 1/50 sf; <b>Patio/ Outdoor or dining areas:</b> 1/50 sf	<b>Min:</b> 1/50 est room <b>Max:</b> N/A	<b>Min:</b> <b>Elem/Middle:</b> 1/1000 Sf; or 1/60 sf of assembly areas, whichever is greater; <b>HS/Tech or Trade:</b> 1/1000 sf; or 1/60 of assembly areas; or 1/30 sf of assembly areas in stadium, whichever is greater; <b>Coll/Univ:</b> 1/1000 sf; or 1/60 sf of assembly areas or 1/30 sf of assembly in stadium, whichever is greater	<b>Max:</b> N/A
<b>Edmonton, CAN</b>	None	None	None	None	None	<b>Drop-off on school lands:</b> <b>Elem/JH:</b> 3/100 students, but no < 5 spaces; <b>HS:</b> 1.5/100	<b>Drop-off on-site:</b> <b>Elem/JH:</b> 1/100 students or 5 spaces, whichever is greater;			

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)		Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)		Bar, lounge, or tavern and private club-bar		Hotels		Schools	
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))						Per Classroom			
		<b>Minimum/Maximum Vehicle Spaces</b>									
City										students, but no < than 5 spaces	<b>HS:</b> 0.5/100 students or 5 spaces, whichever is greater
<b>El Paso</b>	Apts. more than 5 units: 0.7/elderly apt.; 1/efficiency apt.; 1.5/one-bedroom apt; 2/two or more	<b>Min:</b> 1/144 sf of GFA	<b>Max:</b> 1/100 sf of GFA	<b>Min:</b> 1/144 sf of GFA	<b>Max:</b> 1/10 0 sf of GFA	<b>Min:</b> 1/144 sf of GFA	<b>Max:</b> 1/100 sf of GFA	<b>Min:</b> 0.9/r ental room ; + 1/96 0 sf of publi c meeti ng and resta urant spac e	<b>Max:</b> 3 spac es	<b>Min:</b> <b>K-8:</b> 1/1440 sf GFA; <b>Schools/Trade:</b> 1/475 sf of GFA;	<b>Max:</b> <b>K-8:</b> 1/1000 sf GFA; <b>Schools/Trade:</b> 1/300 sf of GFA
<b>Fort Worth</b>  (only in Residential Districts or within 250' of one or two family; otherwise No Parking Minimums)	1 space per bedroom plus 1 space per 250 square feet of common areas, offices, and recreation (less laundry rooms and storage); 2 spaces may be tandem if assigned to the same unit and restricted from use for storage	4/1000 sf GFA (25% reduction for conversion from a more restricted use)		4/1,000 sf (25% reduction for conversion from a more restricted use)		4/1,000 sf (25% reduction for conversion from a more restricted use)		1 space per bedroom unit plus 1 space per 4 patron seats in rooms open to public plus 5 spaces per 1,000 square feet of display/ballroom area		<b>Elem/JH:</b> 2.5 spaces per classroom; <b>HS:</b> 1 space per 2 students plus 1 space per 5 stadium seats (may be double counted)	
<b>Houston</b>	1.250/efficiency du; 1.333/one-bdr. du; 1.666/two-bdr du 2.0/du with 3 or more bedrooms	10.0/1,000 sf of GFA and outdoor decks, patio, and seating areas in-excess of 15% of GFA		4.0 /1,000 sf of GFA		14.0/1,000 sf of GFA and outdoor decks, patios, and seating areas		1.0 up to 250 rooms; 0.75 from 251-500 rooms; 0.50 ea. sleeping room in-excess of 500 rooms		<b>Elem:</b> 1.0 parking space per every 12 occupants <b>Jr high:</b> (including a school for 9th grade only): 1.0 parking space per every 7 occupants <b>HS:</b> 1.0 parking space per every 3 occupants	

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools						
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom						
	<b>Minimum/Maximum Vehicle Spaces</b>											
City												
Minneapolis	Min: 1/DU, except an accessory du shall not be req'd to provide off-street parking	Max: None	Min: 1/500 sf of GFA up to 2,000 sf + 1/300 sf of GFA >2,000 sf	Max: 1/75 sf of GFA	Min: 1/500 sf of GFA up to 2,000 sf + 1/300 sf of GFA >2,000 sf	Max: 1/75 sf of GFA	Min: Parking equal to 30% of the capacity of persons	Max: Parking equal to 40% of the capacity of persons	Min: 1/3 guest rooms + Parking equal to 10% of the capacity of persons for affiliated uses, such as dining or meeting rooms	Max: 1/guest room + Parking equal to 30% of the capacity of persons for affiliated uses, such as dining or meeting rooms	Min: <b>K-12:</b> 1/classroom + 1/5 students of legal driving age based on the max. number of students attending classes at any 1 time; <b>Coll/Univ:</b> Not less than 1/classroom + 1/5 students based on the maximum number of students attending classes at any 1 time	Max: <b>K-12:</b> 2/classroom + 1/3 students of legal driving age based on the max. number of students attending classes at any 1 time; <b>Coll/Univ:</b> Not more than 1/classroom & other rooms used by students & faculty + 1/3 students based on the max. number of students attending classes at any 1 time
	Philadelphia	1per unit	5/1000 sf	5/1000 sf ICMZ I-I or 5/2,000 sf I2/3-I-P	1/10 seats or 1/1000 sf whichever is greater	1/3 rooms	1/1000 sf					

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom
	<b>Minimum/Maximum Vehicle Spaces</b>					
<b>City</b>						
<b>Phoenix</b>	1.3/efficiency; 1.5/1 (or)2 BR; 2/3 or more bedroom; 1.0 space per unit of less than 600 sf regardless of number of bedrooms When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3/efficiency unit; 0.5/each 1 or 2 BR; 1/3BR or more	1/50 sf (including outdoor dining); exclusive of kitchen, restrooms, storage, etc.	1/50 sf. (including outside dining/sales) exclusive of kitchen, rest rooms, storage, etc.	1/50 sf. exclusive of kitchen, rest rooms, storage, etc. (Public Assembly – Entertainment) 1/200 sf of outdoor recreational areas	1/1 dwelling unit or rooming unit	1/3 employees including administrator teachers, and building maintenance personnel and 1 space per 5 <b>high school, college, or university students</b>
<b>Portland</b>	No parking is required	Standard A: 1/250 sf of NFA; Standard B: 1/63 sf of NFA	Standard A: 1/250 sf of NFA; Standard B: 1/63 sf of NFA	Standard A: 1/250 sf of NFA; Standard B: 1/63 sf of NFA	Standard A (min):1 per rentable room; Standard B (max):1.5 per rentable room	<b>Grade, elementary, middle, junior high:</b> Standard A: 1 per classroom Standard B: 1.5 per classroom <b>High school:</b> Standard A: 7 per classroom Standard B: 10.5 per classroom
<b>San Antonio</b>	<b>Min:</b> 1.5 per unit <b>Max:</b> 2 per unit	<b>Min:</b> 1/100 sf of GFA <b>Max:</b> 1/40 sf of GFA	<b>Min:</b> 1/100 sf of GFA <b>Max:</b> 1/40 sf of GFA	<b>Min:</b> 1/100 sf of GFA <b>Max:</b> 1/75 sf of GFA	<b>Min:</b> 0.8 per room + 1/800 sf of public mtg. area and rest. sp. <b>Max:</b> 1 per room + 1/400 sf of public Mtg. area and rest. sp.	<b>Min:</b> <b>K-12:</b> 1/ classroom <b>Coll/Univ:</b> 1/4 students <b>Max:</b> <b>K-12:</b> According to use; <b>Coll/Univ:</b> According to use

Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools	
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom	
	<b>Minimum/Maximum Vehicle Spaces</b>						
<b>City</b>							
<b>San Diego</b>	1.25 spaces for Studio up to 400; 1.5 space for 1BR/Studio over 400 sf; 2 per 2 BR; 2.25 per 3-4 BR; 2.25 5BR or above	<b>Min:</b> By Zoning District (Ranges from 1.0-15.0/1,000 sf of GFA <b>Max:</b> By Zoning District (Ranges from 5.5-25.0/1,000 sf of GFA)	<b>Min:</b> By Zoning District (Ranges from 1.0-15.0/1,000 sf of GFA) <b>Max:</b> By Zoning District (Ranges from 5.5-25.0/1,000 sf of GFA)	<b>Min:</b> By Zoning District (Ranges from 1.0-15.0/1,000 sf of GFA) <b>Max:</b> By Zoning District (Ranges from 5.5-25.0/1,000 sf of GFA)	<b>Min:</b> By Zoning District (Ranges from 1.0-15.0/1,000 sf of GFA) <b>Max:</b> By Zoning District (Ranges from 5.5-25.0/1,000 sf of GFA)	<b>Min:</b> 0 <b>Max:</b> 1.5/16 guest bdr. & guest bdr. > 23, + 1 for mngr. du, if any	<b>Min:</b> <b>K-9:</b> 2 per classroom without assembly or 30 per 1,000 sf assembly area; <b>10-12:</b> 1/5 students at occ. <b>Voc./Trade:</b> 1/student at max capacity
<b>San Francisco</b>	<b>Min:</b> 0 <b>Max:</b> 1.5/ DU	<b>Min:</b> 0 <b>Max:</b> 1.5/ 200 sf of OFA Floor, where OFA > 5,000 sf	<b>Min:</b> 0 <b>Max:</b> 1.5/ 200 sf of OFA Floor, where OFA exceeds 5,000 sf	<b>Min:</b> 0 <b>Max:</b> 1.5/ 200 sf of OFA > 5,000 sf	<b>Min:</b> 0 <b>Max:</b> 1.5/ 16 guest bdr., where guest bdr. > 23 + 1 for mngr.	<b>Min:</b> <b>School:</b> None; <b>Trade School/Post-Secondary:</b> None <b>Max:</b> <b>School:</b> .5/6 Classroom; <b>Trade School/Post-Secondary:</b> 1.5/2 classroom	
<b>San Jose</b>	1.5-2.6 depending on the living unit size and type of parking facility	1/2.5 seats in dining area or 1/40 sf of dining area, whichever is greater	1/2.5 seats in dining area or 1/40 sf of dining area, whichever is greater	1/2.5 seats in dining area or 1/40 sf of dining area, whichever is greater	<b>Min:</b> 0.8/ room + 1/ 800 sf of public mtg. area and rest. Sp. <b>Max:</b> 1/room + 1 per 400 sf of public meeting area and restaurant space	<b>Elem.(K-8):</b> 1 per teacher + 1 per employee; <b>Secondary (9-12):</b> 1 per teacher + 1 per employee + 1 per 5 students	
<b>San Jose</b>							



Use	Multi-family	Eating and Drinking (Restaurants – Sit Down)	Drive-in/ Drive-Through Restaurants (Fast Food/Take-out)	Bar, lounge, or tavern and private club-bar	Hotels	Schools
	Per DU or Per Bedroom	Per Square Footage (Sf either by Gross Floor Area (GLA), Net Floor Area (NFA), or Occupied Floor Area (OFA))				Per Classroom
	<b>Minimum/Maximum Vehicle Spaces</b>					
City						
<b>Seattle</b>	1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units	1/250 sf	1/250 sf	1/250 sf	1 space for each 4 rooms	<b>Private Elem/ Secondary:</b> 1 space for each 80 sf of all auditorium and public assembly rooms, or if no auditorium or assembly room, 1 space for each staff member. <b>Public Elementary and Secondary:</b> 1 space for each 80 sf of all auditorium or public assembly rooms, or 1 space for every 8 fixed seats in auditorium or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site
<b>Tempe</b>	1/Studio; 1.5/BR; 2/2BR;2.5/3BR;3 /4 BR	Indoor: 1/75 sf; Outdoor dining: None for 1 <sup>st</sup> 300 sf, then 1/150 sf; Takeout Only: 1/300 sf	Indoor: 1/75 sf; Outdoor dining: None for 1 <sup>st</sup> 300 sf then, 1/150 sf; Takeout Only: 1/300 sf	1/50 sf	1 space per unit + office	<b>Elementary/Junior high:</b> 1 space per 300 sf of classroom + office; <b>High school/college:</b> 1 space per 200 sf of classroom + office

## Minimum Off-Street Loading Space Ratios for Other Cities

Use	MF	Restaurants/ Bars/Taverns/Lounges/ Hotels	Schools
<b>City</b>	Based on DU		Based on Square Footage of Floor Area
<b>Atlanta</b>	</-50 units 51-200 units >/- 201	0 1 2	Up to 15,000 15,001-250,000 >/- 250,001 0 1 2
<b>Austin</b>	None	0—10,000 10,001—75,000 75,001—150,000 150,001— 300,000 Over 300,000	0 1 2 3 1 for ea. 100,000
<b>Baltimore</b>	None	10,000-100,000 Ea. Addl. 100,000	1 1
<b>Boston</b>	Per Site Plan Review and Approval by Dept. of Transp. (Off-Street Loading Guidelines Application)	Per Site Plan Review and Approval by Dept. of Transp. (Off-Street Loading Guidelines Application)	
<b>Columbus</b>	MF: None	<b>Hotel/Schools:</b> >/- 50,000 >250,000	1 1 for ea. 250,000 or portion thereof
		<b>Rest/Bar/Tavern /Lounge:</b> <10,000 10,000<75,000 75,000<150,000 150,000</- 300,000 300,000 and over	None 1 2 3 1 space for each 10,000 or portion thereof
<b>Edmonton, CAN</b>	<u>Open Option Parking/Loading:</u> Minimum on-site parking requirements have been removed from the zoning by-laws allowing developer's, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities, or lifestyle.		

Use	MF		Restaurants/ Bars/Taverns/Lounges/ Hotels		Schools	
<b>City</b>	Based on DU		Based on Square Footage of Floor Area			
<b>El Paso</b>	MF: None		<b>Hotel:</b> 100,000 GFA	1	<b>Pre-K through 8:</b> >25,000 GFA <b>School, public, &amp; private or parochial:</b> Up to 25,000 GFA >25,000 GFA <b>Coll/Univ:</b> 50,000-400,000 Ea. 100,000 over 400,000	1
			<b>Rest/Bar/Tavern /Lounge:</b> None			
<b>Fort Worth</b>	-- All buildings (except one-family, two-family, three-family or four-family dwellings) hereafter erected, reconstructed or enlarged so as to require additional parking spaces, except in district "H," shall have adequate permanent off-street facilities providing for the loading and unloading of merchandise and goods within or adjacent to the building, in such a manner as not to obstruct the freedom of traffic movement on the public rights-of-way. -- Such space shall be submitted on a plan and approved by the director of traffic engineering and the planning and development department					
<b>Houston</b>	MF: Up to 30 D/A >30 D/A	None 1	<b>Hotel:</b> Up to 100,000 GFA	None	<b>Schools:</b> None	
			100,000-200,000 GFA	1		
			200,000 up to and including 300,000 GFA	2		
			>300,000 GFA	3		
			<b>Rest/Bar/Tavern /Lounge:</b> Up to 25,000 GFA	None		
			25,000 up to and including 50,000 GFA	1		
			Ea. Addl. 50,000 GFA above and beyond 50,000 GFA	1		
<b>Minneapolis</b> (Uses Rated by Low, Medium, High)	100-250 DU	1 sm. loading space 2 sm. or 1 lg.	<b>Hotel:</b> (Medium) 10,000-20,000	1 sm. loading space 1 lg. loading space 2 lg. loading space 2 lg. + 1 addl. lg. per 300,000	<b>K-12:</b> (Low) 20,000-50,000  50,001-200,000  >200,000	1 sm. loading space  2 sm. loading spaces 2 sm. + 1 addl. sm. per addl. 300,000 GFA or fraction thereof
	>250 DU		20,001-50,000  50,001-100,000  >100,000			

Use	MF		Restaurants/ Bars/Taverns/Lounges/ Hotels		Schools	
City	Based on DU		Based on Square Footage of Floor Area			
<b>Minneapolis</b> (Uses Rated by Low, Medium, High)				GFA or fraction thereof		
			<b>Rest/Nightclub                      (Low)</b> 20,000-50,000  50,001-200,000  >200,000	1 sm. loading space  2 sm. loading spaces 2 sm. + 1 addl. sm. per addl. 300,000 GFA or fraction thereof	<b>Coll/Univ:</b> As Approved by CUP	
<b>Philadelphia</b> (By Zoning District)	<b>Resid:</b> 100,000-150,000 150,000-400,000 400,000-660,000 660,001-970,000 970,001- 1,300,000 >Over 1,300,000	1 2 3 4 5 1 additional space per each additional 350,000 sq. ft.	<b>Hotel:</b> 100,000-150,000 150,000-400,000 400,000-660,000 660,001-970,000 970,001- 1,300,000 >Over 1,300,000	1 2 3 4 5 1 additional space per each additional 350,000 sq. ft.	<b>School:</b> 20,000-40,000 40,001-60,000 60,001-80,000 80,001-100,000 100,000-120,000 Over 120,000	1 2 3 4 5 1 additional space per each additional 50,000 sq. ft.
			<b>Rest/bar/tavern/                      lounge:</b> 20,000-40,000 40,001-60,000 60,001-80,000 80,001-100,000 100,000-120,000 Over 120,000	1 2 3 4 5 1 additional space per each additional 50,000		

Use	MF		Restaurants/ Bars/Taverns/Lounges/ Hotels		Schools	
City	Based on DU		Based on Square Footage of Floor Area			
Phoenix	0 to 25 DU 26 to 150 DU For each additional 150 units	0 1 1 addl. space	<b>Hotel:</b> 0 sq. ft. up to and including 24,999 sq. ft. 25,000 sq. ft. up to and including 100,000 sq. ft.  100,001 sq. ft. up to and including 240,000 sq. ft. 240,001 sq. ft. up to and including 400,000 sq. ft. For each additional 120,000 sq. ft.	19  20  21  22  1 addl. space	<b>School:</b> 0 sq. ft. up to and including 24,999 sq. ft. 25,000 sq. ft. up to and including 100,000 sq. ft. 100,001 sq. ft. up to and including 240,000 sq. ft. 240,001 sq. ft. up to and including 400,000 sq. ft. For each additional 120,000 sq. ft.	0  1  2  3  1 addl. space
			<b>Hotel:</b> 0 sq. ft. up to and including 24,999 sq. ft. 25,000 sq. ft. up to and including 100,000 sq. ft. 100,001 sq. ft. up to and including 240,000 sq. ft. 240,001 sq. ft. up to and including 400,000 sq. ft. For each additional 120,000 sq. ft.	0  1  2  3  1 addl. space		
Portland	> 40 Du and site abuts a street that is not a streetcar or light rail alignment	None, except 1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit (Standard B)	Buildings with any amount of net building area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1  One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of net building area in uses other than Household Living.  Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.			
	>20 DU and site whose only	None, except				

Use	MF		Restaurants/ Bars/Taverns/Lounges/ Hotels		Schools	
City	Based on DU		Based on Square Footage of Floor Area			
Portland	street frontage is on a streetcar or lightrail alignment  >100 DU	1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit (Standard B)  One loading space meeting Standard A or two loading spaces meeting Standard B				
San Antonio (director of planning and dev. serv. is authorized to waive the off-street loading requirements for structures that are required to provide and maintain fewer than 5 off-street parking spaces, or any other structure if the design and the proposed use of the structure shows no need of off-street loading)	0 up to and including 12,500 12,501 up to and including 25,000 25,001 up to and including 40,000 40,001 up to and including 100,000 For each additional 80,000 over 100,000				1 (small) 2 (small) 1(large) 2(large) 1(large)	
San Diego	0-100,000 100,001-200,000 200,001-500,000 >500,000	0 1 2 3 + 1 for ea. addl.	<b>Rest/bar/tavern/lounge:</b> 0-10,000 10,000-30,000 30,000-50,000	0 1 2	<b>School:</b> 0-50,000 >50,000	0 0.1/10,000 GFA

Use	MF	Restaurants/ Bars/Taverns/Lounges/ Hotels	Schools
<b>City</b>	Based on DU		Based on Square Footage of Floor Area
		400,000	>50,000 1 for ea. 25,000 GFA
			<b>Hotel:</b> 0-40,000 >40,000 1 0.25/10,00 0 GFA
<b>San Francisco</b>	<b>MF</b> 0 - 100,000 100,001-200,000 200,001-500,000 >500,000	0 1 2 3 + 1 for ea. Addl. 400,000	<b>Rest/bar/tavern/lounge/hotel:</b> 0 - 10,000 10,001-60,000 60,001-100,000 >100,000 0 1 2 3 + 1 for ea. Ad dl. 80, 00 0
			<b>School:</b> 0 - 100,000 100,001-200,000 200,001-500,000 >500,000 0 1 2 3 + 1 for ea. Addl. 400,000
<b>San Jose</b>	<b>MF</b>	None	>/- 10,000 sf or more shall provide at a minimum one off-street loading space, plus one additional such loading space for each twenty thousand square feet of floor area.
<b>Seattle</b>	<b>MF</b> Director shall determine the loading berth requirements. Loading demand and loading requirements for similar uses shall be considered in determining such requirements.	<b>Rest/Bar/Tavern /Lounge:</b> 10,000-60,000 60,001-160,000 160,001-264,000 264,001-388,000 388,001-520,000 520,001-652,000 652,001-784,000 784,001-920,000 For ea. addl. 140,000	<b>School:</b> 40,000-60,000 60,001-160,000 160,001-264,000 264,001-388,000 388,001-520,000 520,001-652,000 652,001-784,000 784,001-920,000 For ea. addl. 140,000
		1 2 3 4 5 6 7 8 1 addl. berth	1 2 3 4 5 6 7 8 1 addl. berth
		<b>Hotel:</b> 40,000-60,000 60,001-160,000 160,001-264,000 264,001-388,000 388,001-520,000 520,001-652,000 652,001-784,000 784,001-920,000 For ea. addl. 140,000	<b>Coll/Univ:</b> 10,000-60,000 60,001-160,000 160,001-264,000 264,001-388,000 388,001-520,000 520,001-652,000 652,001-784,000 784,001-920,000 For ea. addl. 140,000
		1 2 3 4 5 6 7 8 1 addl. berth	1 2 3 4 5 6 7 8 1 addl. berth
<b>Tempe</b>	Traffic engineer to designate curb loading places.		

Use	MF	Restaurants/ Bars/Taverns/Lounges/ Hotels	Schools
<b>City</b>	Based on DU	Based on Square Footage of Floor Area	
	No person shall stop, stand or park a vehicle for any purpose or length of time other than for the expeditious unloading and delivery or pickup and loading of materials or passengers in any place marked as a curb zone during hours when the provisions applicable to such zones are in effect. In no case shall the stop for loading and unloading of materials exceed thirty (30) minutes. Vehicles displaying the international symbol of access special plates that are currently registered to the vehicle or a valid card issued pursuant to state law may stand or park in a curb zone while loading and unloading persons for a period not to exceed fifteen (15) minutes		