

# Public Hearing Draft (12-10-15)

Proposed additions in **bold and underline** and deletions in ~~**bold and strikethrough**~~.

## Chapter 29 - ZONING

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### **Sec. 29-30. - Off-street parking and loading regulations.**

#### *(a) General Requirements.*

- (1) Except for non-residential buildings in district C-2, existing buildings and portions of existing buildings fifty (50) years and older in district C-2 reused for residential purposes, and except as provided in subsection (a)(2), all uses established and all buildings erected, constructed, reconstructed, or expanded after November 19, 2001 shall be provided with off-street parking spaces, either in the form of parking garages or open parking areas for the parking of motor passenger vehicles, as specified herein.

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- (b) *Parking Requirements.* Off-street parking spaces shall be provided for all uses in accordance with the minimum requirement set forth in Table [29-30\(b\)\(1\)](#).

Table [29-30\(b\)\(1\)](#)

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<i>Residential Uses within C-2 (Central Business District)</i>	0.25 space/bedroom for new residential dwelling units in new buildings.
	<del><b>Minimum parking supply may be located:</b></del>
	<del><b>a. Onsite in a parking structure,</b></del>
	<del><b>b. At-grade or below grade surface parking under a building,</b></del>
	<del><b>c. Surface parking behind a building,</b></del>
	<del><b>d. Surface parking for which a conditional use permit has been approved; or</b></del>
	<del><b>e. In a public or private parking structure or lot within 2,640 feet (one-half mile) of the residential entry; provided there is a written agreement to purchase or lease spaces in a public or private parking structure or lot for as long as the building is used as a residential dwelling.:</b></del>
	The parking requirement for standard motor vehicle parking spaces may be reduced by any of the following <ul style="list-style-type: none"> <li>a. Each motorcycle and motor scooter parking space may be counted as one vehicular parking space, up to ten percent (10%) of the total spaces required;</li> <li>b. Each required bicycle parking space shall be counted as the equivalent of one motor vehicle parking space, as specified in <a href="#">section 29-30(m)</a>.</li> </ul>

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The community development director may recommend, and the city council may approve, a reduction in the calculated parking requirement based on a parking management strategy that may include some combination of:

- a. Car share programs;
- b. Purchase of bus passes for the use of the Columbia transit system by tenants;
- c. Provision of private transit services to building residents;
- d. d. A parking study that documents a reduced demand for parking.

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- (g) *Location of Facilities.* Except as otherwise provided in this section, off-street automobile parking facilities required by this section for all **non-residential** uses ~~except residential~~ may be located either on the premises of the parking generator or within one thousand (1,000) feet therefrom. **Off-street parking facilities for residential uses in the C-2 (Central Business) district and for fraternity and sorority houses may be located on the premises of the parking generator or off-site as provided below.** Land used for parking shall be zoned to accommodate the generating use. All off-premises parking facilities available to the public shall install sidewalks along abutting streets and be accessible to abutting street rights-of-way for physically handicapped persons.

### **(1) Residential uses in district C-2 (Central Business)**

**Minimum parking supply for residential uses within the C-2 (Central Business) district may be provided:**

- (a) **Onsite in a parking structure,**
- (b) **At-grade or below grade surface parking under a building,**
- (c) **Surface parking behind a building,**
- (d) **Surface parking for which a conditional use permit has been approved; or**
- (e) **In a public or private parking structure or lot within 2,640 feet (one-half mile) of the residential entry; provided there is a written agreement to purchase or lease spaces in a public or private parking structure or lot for as long as the building is used as a residential dwelling.**

### **(2) Fraternity and Sorority Parking Facilities**

**Parking facilities for fraternity and sorority houses located south of Turner Avenue, west of Tiger Avenue, north of Kentucky Boulevard, east of Providence Road, and southeast of Fifth Street, commonly known as Greek Town, may be located either on the premises of the fraternity or sorority for which on-site parking is required or within one thousand (1,000) feet therefrom if it is provided off-site. Off-site parking facilities within one thousand (1,000) feet of the generating use shall be subject to the following:**

- (a) **The property shall be owned by the fraternity or sorority, in fee title.**
  - (b) **The property shall be solely used to meet the parking requirements of this section and shall not be used for commercial leasing purposes.**
  - (c) **The property shall be a "legal lot" as defined in Section 29-2 of this Code**
  - (d) **The property shall be subject to all adopted stormwater and land disturbance requirements at the time of its conversion to an off-site parking facility.**
  - (e) **The property shall be subject to all applicable setback standards for the zoning district in which it is located and the proposed parking surface shall not encroach into any required setback.**
  - (f) **The property shall be subject to all landscaping and screening standards of Section 29-25 of this Code regardless of exceptions based upon linear frontage along or distance from a street right of way**
  - (g) **The parking facility must be located within the area commonly known as Greek Town as described above in this subsection (g).**
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