



Town of Vinton Planning and Zoning

Proposed Off-Street Parking Revisions



RECOMMENDED REVISIONS

The section of the ordinance that deals with Off-Street Parking should be selectively revised to modernize and update the parking standards. Outdated ways of calculating parking by number of employees or number of seats, for example, should be replaced by more universal parking requirements by square footage. These standards will be modified in the existing chart that distinguishes various use types. In addition, a maximum parking standard will be added for some uses.

JUSTIFICATION OF CHANGES

Many localities around the country are modernizing their parking standards to be more in line with current parking needs. In particular, more and more localities are bringing their standards in line with those recommended in the Institute of Transportation Engineers' Parking Generation Manual, as well as other national standards and recent standards adopted by other local governments. These standards show reductions in standards for many types of uses, which were formerly based on suburban models which quite often had excess parking capacity. In addition, capping excess parking at a maximum of 125% of the minimum parking requirement allows for right-sized parking lots and precludes large expanses of unused parking that aggravate stormwater runoff issues and are unsightly when viewed from the street. Many of these more modern parking standards also follow basic principles of Traditional Neighborhood Design (TND) by making for more compact, walkable and attractive communities.

During a Planning Commission work session, the following video was shown to its members which highlights the benefits of minimizing off-street parking and the economic and social impact it can have on a community in the long run: https://www.youtube.com/watch?v=Akm7ik-H_7U

MAXIMUM MOTOR VEHICLE PARKING

Additional Section:

- In order to minimize the adverse impacts caused by improving large areas with impervious surfaces, including increased stormwater run-off, urban heat island effects, and nonpoint source pollution, the total number of motor vehicle parking spaces serving a commercial use shall not exceed 125 percent of the minimum parking standards in the parking requirements table, unless either of the following apply:
 - Any spaces in excess of 125 percent of the minimum number required are located in a structured parking facility; or

- An alternative landscape plan that provides additional pervious landscape surfaces and increases stormwater filtration has been reviewed and approved by the Zoning Administrator.

Example of Proposed Changes

Use type	Current standard	Proposed Standard	Maximum parking requirement?
Medical or dental clinic	5 per doctor, plus 1 per employee	1 per 250 sq. ft.	Y
Church, other place of worship	1 per 4 seats in main auditorium	1 per 50 sq. ft. of assembly area	Y
Restaurants	1 per 100 sq. ft. floor area	1 per 175 sq. ft. enclosed assembly area	Y
Townhouse	2 per each 1 to 2 bedrooms dwelling unit	2 per dwelling unit	N

MAINTENANCE OF PARKING AREAS

Proposed addition requiring maintenance:

- All parking and off-street loading areas, including those areas with pervious or semi-pervious parking lot surfacing materials shall be subject to an on-going maintenance program, and maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land. All signage and pavement markings shall also be maintained.

PERVIOUS OR SEMI-PERVIOUS SURFACING

- The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open joint pavers, and reinforced grass/gravel/shell grids may be approved for off street parking and loading areas except on industrial and other sites where there is reasonable expectation that petroleum and other chemical products will be spilled, and provided such surfacing is subject to an on-going maintenance program (e.g., sweeping, annual vacuuming). Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified by a design professional as capable of accommodating anticipated traffic loading stresses and maintenance impacts or as approved by the Director of Public Works. Where possible, such materials should be used in areas proximate to and in combination with onsite stormwater control devices.
 - **Justification:** This section was added to allow flexibility for those properties that desire to include pervious paving materials for a more environmentally friendly approach to development and potential credit toward stormwater management requirements.