



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 Outdated ways of calculating parking by number of employees or number of seats, for example, should be replaced by more universal parking requirements by square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 most non-residential 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 150% 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.

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 use identified in the parking requirements table as requiring this maximum shall not exceed **150 percent** of the minimum parking standards shown in that same table, unless either of the following apply:
 - Any spaces in excess of 150 percent of the minimum number required are located in a structured parking facility; or
 - A 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

OPTION: REDUCTION FOR ON-STREET PARKING

Proposed additional provision for the option to reduce the total number of required off-street parking spaces:

- The total number of required off-street parking spaces for a non-residential use as set forth in schedule of parking requirements may be reduced by one (1) space for every twenty (20) feet of lot frontage on a street to the extent that on-street is permitted along the same frontage. The Vinton Public Works Department shall determine if on-street parking is permitted along the said frontage used for this reduction.

OPTION: REDUCTION FOR PROXIMITY TO PUBLIC TRANSIT

Proposed additional provision for the option to reduce the total number of required off-street parking spaces:

- Where a use is located within one thousand two hundred (1,200) feet of a public transit route, the total number of required off-street parking spaces, unassigned to specific persons, may be reduced to eighty (80) percent of that otherwise required as set forth in the schedule of parking requirement. For the purpose of this provision, the distance shall be measured from the public transit route to the property line of the use via a normal pedestrian route of travel.

OPTION: OFF-SITE, OFF-STREET PARKING OPTIONS

Proposed additional provisions for the option to provide off-street parking spaces at an off-site premises:

Required off-street parking spaces shall be located on the same lot or on a contiguous lot under the same ownership as the use for which they are required, provided that spaces for any use in the CB, GB, MUD, M-1, or M-2 district, where applicable, may be located off the premises in the form of off-site, off-street parking, when all of the following conditions are met:

- 1) The parking area within which such parking spaces are provided shall comply with the use regulations and all other requirements of the district in which it is located;
- 2) All such parking spaces shall be located within 500 feet by normal pedestrian route of a principal entrance to the building they serve. For the purpose of this requirement, the distance from off-street parking spaces to the lot served shall be measured from the nearest parking space to the principal entrance to the building on the lot of the use served;
- 3) Off-site, off-street parking shall be designated for the purpose of the off-site use it serves and shall not be used to meet the minimum off-street parking requirements of another use, unless the Zoning Administrator determines that the uses for which the off-street parking spaces are designated do not constitute simultaneous use of the parking spaces;
- 4) The off-site, off-street parking area shall either be owned by the owner of one (1) of the uses or leased for at least a 20-year term or through a permanent easement by the owner of the uses being served;
- 5) No changes shall be made to the shared parking area which would reduce the parking provided for the uses, unless the owner of one (1) of the uses makes other arrangements to provide parking. No such changes shall be made without Zoning Administrator approval;
- 6) Handicap parking spaces cannot be shared, unless the uses that are to share the spaces are adjacent to the handicap spaces and no inconvenience to the users of such spaces would be created;
- 7) Any proposed change in the use of a structure that shares a parking area will require proof that adequate parking is available. Should ownership or lease agreement terminate, the use for which off-site parking was provided shall be considered nonconforming and any and all approvals, including a special use permit, shall be subject to revocation. Continuation or expansion of the use shall be prohibited unless the use is brought into compliance with the parking regulations of this appendix.

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.