

24V.209

PARKING & SERVICES

24V.209 Parking & Services

This section contains regulations and guidelines to ensure that parking throughout the Victoria Avenue Corridor Plan Area is convenient and accessible, accommodates all land uses, and supports the Plan's intended outcomes.

A. PARKING AND SERVICES PLACEMENT

1. The location of off-street parking and services shall be limited to the portions of a lot identified by Diagram C. of each Transect Zone and shall not encroach into Front Setback areas unless it is subterranean.

B. PARKING REQUIREMENTS

1. The required minimum number of parking spaces required is specified in section 24V.200 Zones Urban Standards.
2. New on-street parking spaces provided adjacent to new development (including spaces provided as part of the Victoria Shopfront Overlay and other new streets) may be counted toward the minimum parking requirement for that development.
3. Minimum parking requirements may be reduced in developments where it can be demonstrated that shared parking facilities will meet parking demand without providing separate facilities for each use.
 - a. Developments that contain a mix of workplace and non-workplace uses may reduce non-residential parking requirements by 5% without a parking demand analysis.
 - b. Developments that contain a mix of workplace and non-workplace uses may be eligible for additional parking requirement reductions if such a reduction is deemed appropriate by an approved parking demand analysis prepared by the applicant (see Urban Land Institute - Shared Parking: Second Edition for a recommended parking demand analysis methodology).

4. Minimum parking requirements may be reduced in developments where it can be demonstrated by an approved parking demand analysis prepared by the applicant that parking demand for the development is lower than assumed by the development code. Potential cases include, but are not limited to:
 - a. Workplace uses with a limited number of employees and/or customers per square foot of floor area.
 - b. Reduced automobile use due to factors such as alternative modes of transportation or captive patrons.

C. Access

1. Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited unless topographical constraints prohibit through streets. Alleys may be dead-end if they allow for future connection to adjacent parcels. Garage doors shall face alleys or driveways. Flag lots are prohibited.
2. Access to parking facilities shall be provided from alleyways wherever possible. Along all streets, the maximum number of curb cuts associated with a single building is 1 two-lane curb cut or 2 one-lane curb cuts.
3. The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway.
4. The total width of parking access openings on the ground level of structured parking may not exceed 30 feet.
5. Driveways shall be set back a minimum of 5 feet from side property lines, and a minimum of 3 feet from adjacent buildings.
6. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

D. Lots

1. Parking lots built to the required Parking and Services set back line must provide a decorative wall or fence along the set back line (see Section 24V.207 Design Guidelines, Section G, Site Improvements for walls and fences.)
2. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.
3. Parking lots shall be illuminated to provide clear views both to and within the site.
4. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.

5. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.
6. Landscaping in parking lot interiors and at entries shall not obstruct a driver's clear sight lines to oncoming traffic.
7. In order to provide shade, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.
8. Trees shall be located between the longer dimension of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.
9. Trees shall be planted in curbed landscape islands with inlets to allow infiltration of surface water runoff or in flush tree wells with tree guards.
10. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.
11. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.
12. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
13. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.
14. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

E. STRUCTURES

1. Parking Structures shall be located and designed to minimize their visual impact on public streets and public spaces.
2. Subterranean parking shall not extend beyond the building footprint and may rise to a height of 3' max. above finished grade, provided that the garage perimeter wall either aligns with the face of building or becomes part of a Stoop or Door Yard Frontage Type.

