



CITY OF ARCHDALE

PLANNING BOARD

MEETING DATE: Monday March 2, 2026

ZONING CASE #: Z2026-3

SUBJECT: Public Hearing: Update to the City of Archdale Zoning Ordinance Article 6: General Development Standards (pertaining to Public Infrastructure Improvements, Pedestrian Access, Outdoor Lighting Regulations) and Article 8: Off-Street Parking and Loading (pertaining to Bicycle Parking Standards, Alternative Parking Plans, Off-Street Loading).

With guidance from the Plan Archdale Commission, City staff and the consulting team from Benchmark Planning have been working to review and update the City's development regulations. Proposed Amendments to the Zoning Ordinance in Article 6 (General Development Standards) primarily focus on Public Infrastructure Improvements, Pedestrian Access, Outdoor Lighting Regulations. Proposed Amendments to Article 8 (Off-Street Parking and Loading) and pertain to Bicycle Parking Standards, Alternative Parking Plans, and Off-Street Loading.

SUMMARY OF INFORMATION: Zoning Ordinance Amendment Summary, Proposed Zoning Ordinance Article 6 Amendments, Proposed Zoning Ordinance Article 8 Amendments
ATTACHMENTS: YES [] NO

Proposed Zoning Ordinance Amendments:

ARTICLE 6:

1. Proposed amendment deleting Section 6.11 since provisions related to water and sewer utility connections are covered by Article 10 of the City of Archdale Code of Ordinances. This amendment will minimize the potential for conflicts and contradictions between the two provisions. Alternatively, this section could be amended to directly reference (but not repeat) the City Code provision.

~~6.11 Water and Sewer Requirements~~

- ~~1. The lot sizes required for the various districts in this Ordinance are based upon the assumption that adequate water supply and sewage disposal systems are available to each and every lot. The lack of adequate systems for one or both facilities may require larger lot areas or, in some instances, because of Health Department Standards, may not permit development as intended.~~
- ~~1. All newly constructed occupiable buildings within the corporate limits of the City of Archdale shall be connected to public water and sewer systems, with the exception of detached single family dwellings situated on lots larger than 3 acres in size.~~

2. Proposed amendment to add a new Section 6.11 titled Public Infrastructure Improvements that references the development standards set forth in Article 4 of the Subdivision Ordinance and makes them generally applicable to development under the Zoning Ordinance per the authority of NCGS 160D-702(a)

6.11 Public Infrastructure Improvements

The installation or improvement of public infrastructure in accordance with the standards of Article 4 of the City of Archdale Subdivision Ordinance is required in the following circumstances:

1. The development of a vacant property, excluding the construction of a new detached single-family dwelling on a pre-existing lot of record;
2. The redevelopment of a previously developed property, excluding the construction of a new detached single-family dwelling on a pre-existing lot of record;
3. The addition of 5,000 square feet or more to an existing building where the size of the building following the addition is 10,000 square feet or greater; and
4. The construction of a new building 5,000 square or larger on a developed property where the cumulative square footage of buildings on the property post-construction is 10,000 square feet or greater.

This amendment will ensure that there is consistent application of the City's general infrastructure installation and improvement requirements without regard as to whether development is taking place under the Zoning Ordinance or Subdivision Ordinance.

3. Proposed amendment to modify Section 6.12 by restyling the title as Pedestrian Access, deleting the old verbiage, and changing it to require pedestrian connections from buildings to external sidewalks, between each building on the site, and to any greenway that is on the property if it comes within 200 feet of a building.

6.12 Pedestrian ~~Facilities~~ Access

All uses, with the exception of detached single-family dwellings, shall provide pedestrian facilities connecting:

1. Buildings on the site to the public sidewalk(s) along each frontage;
2. Each building on the site to each other building on the site; and
3. Any off-street shared use path (greenway) that traverses the site, if the path passes within 200 feet of a building on the site.

~~Sidewalks, Shared Use Paths, and Greenways connecting residences, schools, and recreational areas are required to be installed in accordance with the pedestrian circulation system established in the Pedestrian and Trails Master Plan. Sidewalks, Shared Use Paths, and Greenways shall be built according to construction standards established in the City of Archdale Construction and Development Standards.~~

The proposed amendment more clearly establishes the intent to require that buildings on development sites connect to each other and public pedestrian routes. Some matters covered in the original language are covered by reference through the provisions of the new Section 6.11

4. Proposed amendment to add a new Section 6.14 to require Traffic Impact Analysis in the same manner as Section 4.4.5 of the Subdivision Ordinance.

6.14 Traffic Impact Analysis

A Traffic Impact Analysis shall be required in the same manner as set forth in Section 4.4.5 of the City of Archdale Subdivision Ordinance for development applications that will produce 50 or more AM or PM peak hour trips.

This will ensure that new development creating higher traffic volumes is adequately assessed for impacts to the street network.

5. Proposed amendment to modify Section 6.18 (previously 6.17) by restyling it as Outdoor Lighting Regulations, editing the opening to clarify the requirement for outdoor lighting plans, deleting the street lighting standard since that is covered under Section 6.11, as amended, and making some additional changes to the verbiage for clarity.

6.176.18 Outdoor Lighting Regulations

~~Plans for street and o~~Outdoor lighting plans shall be required for all ~~new~~ development ~~proposals~~applications, excluding applications for the construction of a detached single-family dwelling on an existing lot of record. ~~The plan~~ shall specifically show the location of all proposed street and outdoor lighting fixtures to be constructed ~~on any development.~~

6.17.1 Street Lighting

~~The following restrictions apply to street lighting in all zoning districts:~~

- ~~1. All new developments with public streets require decorative fixtures. An outdoor lighting plan shall be included as part of a TRC submittal. If a TRC review is not required, the outdoor lighting plan shall be reviewed by Planning staff.~~
- ~~2. Street lights shall be installed in accordance with the standards set forth in the City of Archdale Construction and Development Standards.~~

6.17.26.18.1 Outdoor Lighting Standards:

~~The following restrictions standards apply to outdoor lighting in all zoning districts:~~

1. For non-residential uses, outdoor lighting shall be located, screened, and shielded so that the abutting lots located in any residential district are not directly illuminated.
2. Building mounted floodlights are prohibited for nonresidential uses, within the exception of the M-1 and M-2 districts, and all lights mounted to freestanding poles shall use full cutoff fixtures.
3. Pole mounted light fixtures intended for the illumination of off-street parking areas shall not exceed 30 feet in height, and fixtures intended to light pedestrian walkways shall not exceed 18 feet in height. All outdoor lighting intended for one of the preceding uses shall utilize full cutoff fixtures.
4. For residential uses, lighting fixtures must be located, screened, or shielded in order to prevent direct glare onto neighboring lots.
5. All outdoor lighting shall be located, screened, or shielded in a manner as not to cause glare or impair the vision of motorists or to illuminate a neighboring residential lot.

ARTICLE 8:

1. Proposed amendments to Sections 8.4 and 8.5 to clarify that the standards are for off-street automobile parking since a new section on bicycle parking is proposed.

8.4 Minimum Off-Street Automobile Parking Standards

Off-street parking shall be provided at the rate established for the particular use in the most recent edition of the Institute for Transportation Engineers Parking Generation Manual (the "Parking Manual"). Any deviation below the minimum number of off-street parking spaces required by the manual shall be reviewed and approved in the manner set forth in the provisions for Alternative Parking ~~Standards~~Plans in Section 8.6.

8.5 Maximum Off-Street Automobile Parking Standards

Nonresidential uses shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 120%. Residential uses, other than detached single family dwellings, shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 150%. The maximum parking ratio is only applicable to off-street surface parking spaces.

2. Proposed amendment to Section 8.6 to revise the title to Alternative Parking Plans and delete the current provisions and replace them with a more detailed set of standards and procedures for the review and approval of plans.

8.6 Alternative Parking ~~Standards~~Plans

Alternative Parking Plans may be approved by the City Council to permit a deviation below the minimum number of off-street parking spaces set forth in the Parking Manual in accordance with the following standards and procedures:

1. Applicability

a. Alternative Parking Plans shall be site-specific and applicable to the use or uses included in the application.

b. No change of use, expansion of a use, or alteration of the physical characteristics or layout of a site subject to an Alternative Parking Plan is authorized unless an amendment to the Alternative Parking Plan is approved by the City Council or the site comes into compliance with the generally applicable minimum off-street parking standards.

2. Contents of Applications for Alternative Parking Plans.

Applications for Alternative Parking Plans shall include the following supporting information:

- a. The proposed use(s) for which the application is being made;
- b. The number of off-street parking spaces required under the generally applicable standards of the Parking Manual.
- c. The proposed number of parking spaces requested in the Alternative Parking Plan.
- d. A site plan depicting existing and proposed development, parking layout, access, and other relevant information.
- e. A narrative describing the operational characteristics of the proposed use(s) that warrants the approval of an Alternative Parking Plan.
- f. Such additional relevant supporting information necessary for the review of the application.

3. Review and Approval Procedures

- a. Upon the submission of an application for an Alternative Parking Plan, the Technical Review Committee shall review the application in accordance with its standard operating procedures prior to the application being forwarded to the Planning and Zoning Board. The transmittal of the application to the Planning and Zoning Board shall include the Committee's recommendation, technical analysis of the proposed Alternative Parking Plan
- b. The Planning and Zoning Board shall then review the application in accordance with the guidelines established for approval of Alternative Parking Plans and make a written recommendation to the City Council.
- c. Upon receipt of the application and recommendation of the Planning Board, the City Council shall consider the application and render a final decision on the approval or denial of the Alternative Parking Plan based on the guidelines set forth in 4. below.
- d. In approving an Alternative Parking Plan, the City Council may establish reasonable conditions and changes to the Plan, as agreed to by the authorized applicant.

4. Guidelines for Alternative Parking Plan Approval

When reviewing applications for Alternative Parking Plans, the following guidelines for approval shall be considered:

- a. The degree to which the application deviates from the required minimum off-street parking standard established in the Parking Manual and whether such deviation is reasonable.
- b. The potential impact on surrounding streets and properties if the amount of parking provided does not adequately accommodate the parking generated by the use(s).
- c. The nature and operational characteristics of the proposed use(s).
- d. The capacity of the site to accommodate additional parking.

~~The Planning and Zoning Board and City Council shall be authorized to approve an alternative parking plan that proposes alternatives to providing the number of required/allowed off street spaces as established in Sections 8.4 and 8.5. In order to receive an approval for an alternative parking plan, the following standards must be met:~~

- ~~1. All off street parking spaces provided in excess of the maximum provided in Section 8.5 shall be surfaced with alternative paving materials that are pervious or semi pervious in nature. These parking areas shall be located further from the primary pedestrian entrance to the primary structure than those parking spaces required in Section 8.4. Additionally, pervious and semi pervious materials should be used in areas proximate to and in combination with on site stormwater control devices when possible.~~

3. Proposed amendment to move current Section 8.14 regarding on-street parking to a more logical location as the new Section 8.7 that improves the flow of the ordinance.

8.7 On-Street Parking

On-street parking may be used to meet a portion of the minimum off-street requirements found in Section 8.4, subject to the following standards:

1. No more than 25% of the minimum off-street parking space requirement is met through the use of on-street parking.
2. Adequate on-street parking must be within 500 linear feet from the primary entrance to the proposed use.

~~The proposed development includes mixed uses or is located in an area where residential and non-residential uses are within 500 feet from one another.~~

3. There is no negative impact to existing or planned traffic circulation patterns

4. Proposed amendment to add a new Section 8.14 to establish minimum bicycle parking standards. The minimum bicycle parking standard is proposed to be 2 spaces for any use that requires or provides 20 or more automobile parking spaces and has a maximum requirement of 10 bicycle parking spaces, regardless of the number of automobile spaces provided or required.

8.14 Bicycle Parking Standards

1. Applicability

Requirements for the provision of bicycle parking shall apply to the development, redevelopment, or substantial alteration (additions exceeding 25% of existing gross floor area that requires the addition of 20 or more off-street automobile parking spaces) of a property where the minimum off-street parking requirement is 20 or more automobile spaces for the use or uses on the subject property.

2. Number of Bicycle Parking Spaces Required

Where bicycle parking is required, a minimum of two (2) spaces shall be provided plus one (1) additional space per 10 automobile parking spaces, up to a maximum of 10 bicycle parking spaces.

3. Bicycle Parking Facilities

a. Bicycle parking spaces shall be provided in racks that are designed in a manner that allows for the secure locking of the frame of a bicycle to the rack.

b. Bicycle racks shall be located on asphalt or concrete surfaces.

c. Bicycle parking areas shall be located within 100 feet of the primary customer entrance of the use for which they are required.

d. Bicycle parking areas shall be located in a manner that allows for the maneuvering of bicycles into and out of the racks.

5. Proposed amendment to Section 8.15 (revised number) to edit the off-street loading requirements in Table 8.3. The proposed amendments are intended to better align the minimum standards with reasonable standards observed in other communities.

Table 8.3: Off- Street Loading

Type of use	Required Off-Street Loading Spaces
<u>Multi-Family Residential</u>	<u>49 or fewer dwelling units: None Required</u> <u>50+ dwelling units: 1 space</u>
<u>Nonresidential Uses</u>	<u>Less than 10,000 s.f. gross floor area: none required</u> <u>10,000 – 50, 000 s.f gross floor area: 1 space</u> <u>50,000+ s.f. gross floor area: 2 spaces</u>
<u>Industrial Uses</u>	<u>10,000+ s.f. gross floor area: 1 space</u>

Type of use	Required Off-Street Loading Spaces
Retail Business	1 space for each 20,000 square feet of gross floor area or fraction thereof
Wholesale and Industries	1 space for each 20,000 square feet of gross floor area or fraction thereof
Office and Institutions	1 space for each 50,000 square feet of gross floor area or fraction thereof (space not required for office development with less than 5,000 square feet in floor area)

- Proposed amendment to Sectio 8.15 (former numbering) to delete standards for deferred parking. This type of accommodation will now be possible through the approval of an Alternative Parking Plan.

~~8.15 — Deferred Parking~~

~~An applicant may submit a request to defer the construction of up to 25% of the required number of minimum parking spaces specified in Section 8.4 if one of the following standards is met:~~

- ~~1. It is demonstrated that because of the location, nature, mix of uses, or by a Parking Demand Study that there is reasonable probability that the number of required parking spaces is not warranted.~~
- ~~2. The request is accompanied by a Reserve Parking Plan, which identifies an area reserved for future parking if needed with the appropriate number of spaces being deferred.~~
- ~~3. If ultimately developed, all deferred parking areas shall comply with all standards of this Ordinance that apply.~~

ARTICLE 6. GENERAL DEVELOPMENT STANDARDS

6.1 Applicability

The general development standards established in this Article shall be applicable within each zoning district unless otherwise specifically modified by another standard of this Ordinance.

6.2 Relationship of Buildings to Lot

Every building hereafter erected, moved, or placed shall be located on a lot and in no case shall there be more than one principal dwelling unit on a residentially zoned lot except as otherwise provided within this Ordinance.

6.2.1 Exception:

One (1) Temporary Health Care Structure, as defined and regulated by North Carolina General Statute 160D-915, may be permitted as a second dwelling on properties zoned for and occupied by a single-family detached home. An initial Zoning Permit will be issued by the Planning Department for said structure. After that, an annual Zoning Permit will be required for renewal. Once the Temporary Health Care Structure is no longer necessary, the property owner will have 60 days to have it removed from the property.

6.3 Lot Frontage and Street Access

No building, structure, or use of land shall be established on a lot, nor shall any lot be created that does not comply with the Lot Frontage and Street Access requirements of the City of Archdale Subdivision Ordinance. Nonconforming lots of record shall be exempt from this requirement subject to the provisions of Article XIII.

6.4 Yard and Open Space Requirements

1. No part of a yard, court, or other open space provided around any building or structure for the purpose of complying with the provisions of this Ordinance shall be included as a part of a yard or other open space required under this Ordinance for another building or structure. Every part of a required yard shall be open and unobstructed from its lowest level to the sky, except as provided for in this Section. However, certain accessory structures are permitted to be placed in the required yard areas as provided for herein.
2. All open areas of required yards not occupied by a permitted accessory shall be planted in grass or otherwise landscaped with trees, shrubs and other common landscaping

materials, excluding those areas containing driveways, pedestrian walkways, or communal gathering spaces.

6.5 Reduction of Lot and Yard Areas Prohibited

No yard or lot existing at the time of passage of this Ordinance shall be reduced in size or area below the minimum requirements set forth in this Ordinance, except as otherwise specifically modified by a provision of this Ordinance or the Subdivision Ordinance. Yards or lots created after the effective date of this Ordinance shall meet at least the minimum requirements established by this Ordinance for the district in which they are located.

6.6 Height Limitation Exceptions

The height limitations of this Ordinance shall not apply to public buildings, religious institutions, schools, hospitals, belfries, cupolas, and domes not intended for residential purposes, or to monuments, water towers, observation towers, power transmission towers, flag poles, and similar structures, provided such structures meet the required North Carolina Building Code. Height limitations shall apply to wireless communication towers as regulated herein.

6.7 Building Setback Exceptions

Setback distances shall be measured from the property line or street right-of-way line to the nearest portion of any building or structure excluding:

1. Unenclosed porches, attached carports, balconies, fireplaces, and decks which do not project into any required yard more than 3 feet; and
2. Chimneys, flues, coves, roof overhangs, windowsills, and bay windows which do not project into any required yard more than 3 feet; and
3. Patios, drives, and walkways, if no portion of the same extends more than 12 inches off the ground; and
4. Any structure that is a mere appendage to a building such as a flagpole or fountain.

6.8 Projections into Front Yards in Commercial and Industrial Districts

In commercial and industrial districts, open, unenclosed canopies covering automobile fueling / charging devices and related equipment and facilities may project into one-half (½) the front yard setback requirement for the district.

6.9 Double Frontage (Through) Lots

In all Zoning Districts, Double Frontage (Through) Lots shall provide the minimum yard requirements for front yards along both street fronts. The minimum yard requirements for this type of lot shall pertain to both primary and accessory structures.

6.10 Visibility at Intersections

On a corner lot in any district no, planting, structure, sign, fence, wall, or obstruction to vision more than 3 feet in height measured from the centerline of the street shall be placed or maintained within the triangular area formed by the intersecting street centerlines and a straight-line connecting point on said street centerlines, each of which is 20 feet distance from the point of intersection.

~~6.11 Water and Sewer Requirements~~

- ~~1. The lot sizes required for the various districts in this Ordinance are based upon the assumption that adequate water supply and sewage disposal systems are available to each and every lot. The lack of adequate systems for one or both facilities may require larger lot areas or, in some instances, because of Health Department Standards, may not permit development as intended.~~
- ~~1. All newly constructed occupiable buildings within the corporate limits of the City of Archdale shall be connected to public water and sewer systems, with the exception of detached single-family dwellings situated on lots larger than 3 acres in size.~~

6.11 Public Infrastructure Improvements

The installation or improvement of public infrastructure in accordance with the standards of Article 4 of the City of Archdale Subdivision Ordinance is required in the following circumstances:

1. The development of a vacant property, excluding the construction of a new detached single-family dwelling on a pre-existing lot of record;
2. The redevelopment of a previously developed property, excluding the construction of a new detached single-family dwelling on a pre-existing lot of record;
3. The addition of 5,000 square feet or more to an existing building where the size of the building following the addition is 10,000 square feet or greater; and

4. The construction of a new building 5,000 square or larger on a developed property where the cumulative square footage of buildings on the property post-construction is 10,000 square feet or greater.

6.12 Pedestrian ~~Facilities-Access~~

All uses, with the exception of detached single-family dwellings, shall provide pedestrian facilities connecting:

1. Buildings on the site to the public sidewalk(s) along each frontage;
2. Each building on the site to each other building on the site; and
3. Any off-street shared use path (greenway) that traverses the site, if the path passes within 200 feet of a building on the site.

~~Sidewalks, Shared Use Paths, and Greenways connecting residences, schools, and recreational areas are required to be installed in accordance with the pedestrian circulation system established in the Pedestrian and Trails Master Plan. Sidewalks, Shared Use Paths, and Greenways shall be built according to construction standards established in the City of Archdale Construction and Development Standards.~~

6.13 Entrances/Exits to Public Streets

Entrances and exits to public streets shall be placed and constructed in accordance with the "Policy on Street and Driveway Access to North Carolina Highways" adopted by the North Carolina Department of Transportation (NCDOT), as amended. No portion of any entrance driveway leading from a public street shall be closer than 20 feet to the corner of any intersection measured from the right-of-way line. The width of any entrance driveway leading from the public street shall not exceed 30 feet at its intersection with curb or street line. No two driveways on a single lot leading from a public street shall be within 20 feet of each other measured along the right-of-way.

6.14 Traffic Impact Analysis

A Traffic Impact Analysis shall be required in the same manner as set forth in Section 4.4.5 of the City of Archdale Subdivision Ordinance for development applications that will produce 50 or more AM or PM peak hour trips.

6.146.15 Fences and Walls

1. No fence or wall located within a front yard shall exceed 4 feet in height.

2. In residentially zoned areas, fences and walls shall not exceed 8 feet in height.
3. Fences and walls located along side property lines adjoining a street right-of-way shall be set back a minimum of 10 feet from the edge of the right-of-way.

6.156.16 Solid Waste Storage

1. All uses other than detached single family dwellings shall provide a screened enclosure for the storage of solid waste collection containers where the storage of such containers within the interior of a structure is not feasible.
2. Enclosures are permitted in side or rear yards only.
3. Detached enclosures shall be constructed of brick. Enclosures attached to a building shall utilize the same cladding material as the structure to which it is attached.
4. Enclosures shall have doors that can be closed to fully screen the solid waste collection containers. If visible from a public street, the doors shall remain closed other than during periods when solid waste is being deposited or collected.

6.166.17 Underground Utilities Required

All wire line utilities upon a development site shall be installed below ground. Nothing in this section shall require the placement of off-site electric utilities underground in conformance with the provisions of NCGS 160D-804(h).

6.176.18 Outdoor Lighting Regulations

~~Plans for street and e~~Outdoor lighting plans shall be required for all ~~new~~ development ~~proposals~~applications, excluding applications for the construction of a detached single-family dwelling on an existing lot of record. ~~#-The plan~~ shall specifically show the location of all proposed street and outdoor lighting fixtures to be constructed on any development.

6.17.1 Street Lighting

~~The following restrictions apply to street lighting in all zoning districts:~~

- ~~1. All new developments with public streets require decorative fixtures. An outdoor lighting plan shall be included as part of a TRC submittal. If a TRC review is not required, the outdoor lighting plan shall be reviewed by Planning staff.~~

~~2. Street lights shall be installed in accordance with the standards set forth in the City of Archdale Construction and Development Standards.~~

6.17.26.18.1 Outdoor Lighting Standards:

The following ~~restrictions~~ standards apply to outdoor lighting in all zoning districts:

1. For non-residential uses, outdoor lighting shall be located, screened, and shielded so that the abutting lots located in any residential district are not directly illuminated.
2. Building mounted floodlights are prohibited for nonresidential uses, within the exception of the M-1 and M-2 districts, and all lights mounted to freestanding poles shall use full cutoff fixtures.
3. Pole mounted light fixtures intended for the illumination of off-street parking areas shall not exceed 30 feet in height, and fixtures intended to light pedestrian walkways shall not exceed 18 feet in height. All outdoor lighting intended for one of the preceding uses shall utilize full cutoff fixtures.
4. For residential uses, lighting fixtures must be located, screened, or shielded in order to prevent direct glare onto neighboring lots.
5. All outdoor lighting shall be located, screened, or shielded in a manner as not to cause glare or impair the vision of motorists or to illuminate a neighboring residential lot.

6.186.19 Temporary Construction Site Buildings

Temporary buildings, including mobile structures, incidental to a construction project may be permitted to be used concurrent with the permit for permanent building(s) construction. Temporary buildings shall be located at least 25 feet from any property used for residential purposes.

6.196.20 Residential Accessory Structures

Residential detached accessory structures and buildings shall comply with the following standards:

1. Shall be constructed with the understanding that easements (water, sewer, gas, utility, access, etc.) may exist on private property. It is important for property owners to determine whether such easements are present on their property and what limitations said easements may pose for accessory structures or buildings,

2. Are limited to a maximum of 2 accessory buildings per parcel of land. Permanently installed swimming pools shall not count toward the maximum number of accessory structures.
3. Shall only be allowed in rear yards (no accessory buildings in front or side yards),
4. Shall be placed no closer than 5 feet from the rear lot line (except on double frontage lots) and 5 feet from side lot lines,
5. May not be placed closer than 10 feet to the primary structure,
6. May not exceed the height of the parcel's primary structure,
7. The combined square footage of all accessory buildings is limited to the square footage of 30% of the 'buildable rear yard' (rear yard minus applicable setbacks described in Subsections 4 and 5 above; see Figure 6.1 below).

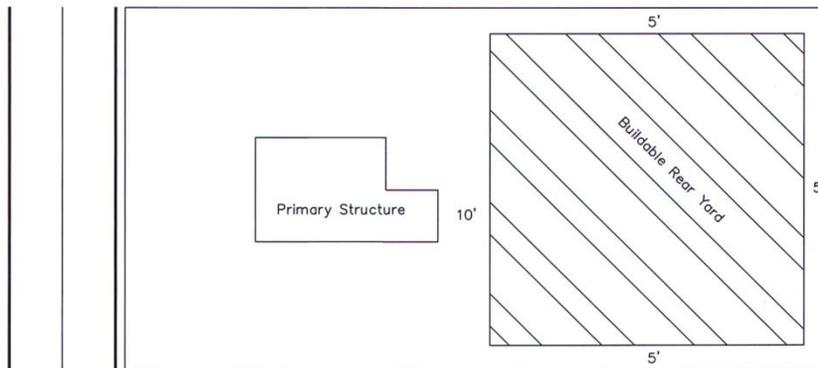


Figure 6.1: Buildable Rear Yard

6.206.21 Outdoor Storage and Display

Outdoor storage and/or display of items for sale or advertising purposes is permitted in the HB, B-1, B-2, M-1, and M-2 Districts. Where permitted, outdoor storage / display shall be limited to items which are designed and intended for permanent outdoor usage. Such outdoor storage and display areas shall conform to a minimum of one-half ($\frac{1}{2}$) the minimum required front building setback and not block or obstruct required parking spaces or pedestrian walkways.

6.216.22 Certain Manufactured Homes Prohibited

After the effective date of this Ordinance, no Manufactured Home constructed prior to June 15, 1976 shall be placed in the jurisdiction of this Ordinance, nor shall any such Manufactured Home that is existing within the jurisdiction of this Ordinance be moved and placed at any other location within the jurisdiction of this Ordinance.

6.226.23 Use of Manufactured Homes and Other Vehicles for Storage Prohibited

The use of manufactured homes, truck trailers, travel trailers, or other vehicles for storage purposes shall be expressly prohibited in all zoning districts. This shall not apply to the temporary storage of supplies or materials awaiting use, or finished goods awaiting shipment, associated with an industrial or warehousing use.

6.236.24 Temporary Residential Storage

Upon each residential lot, no more than one temporary portable storage container may be utilized. Such container shall be permitted on the premises for up to 45 consecutive days within a 90-day period. No temporary portable storage container permitted under this provision shall exceed 20 feet in length.

6.246.25 Nonresidential Building Design Standards

All buildings constructed for nonresidential or mixed residential and nonresidential occupancy, excluding buildings constructed for use as industrial, manufacturing and warehousing establishments, shall adhere to the following design standards unless a different standard is specified in Article VII for the district in which the building is located.

6.24.16.25.1 Exterior Cladding Materials.

Each building wall that is visible from a public street, internal drive, or off-street parking area shall be clad in high-quality building materials. For the purposes of this Section, the term high quality materials shall exclude EIFS, stucco, smooth concrete masonry units, corrugated and smooth metal panels, and vinyl siding.

6.24.26.25.2 Proportion and Uniformity of Cladding Materials

1. A single cladding material shall be utilized to cover a minimum of 70% of each building wall, excluding glazed areas (windows and doors) to which the exterior cladding standard

applies. Materials of the same type and style shall be applied in a generally proportionate amount on each regulated building wall.

2. Developments with more than one building on the same parcel, or on separate parcels when developed as a single site, shall utilize common exterior cladding materials throughout the development.

6.24.36.25.3 Articulation

1. Building walls facing a public street shall contain articulating features along a minimum of 60% of the length of the building wall.
2. Qualifying articulating features include:
 - a. Covered porches and arcades.
 - b. Customer entrances
 - c. Awnings shading windows and customer entrances.
 - d. Trellises and similar building wall attachments.
 - e. Windows (excluding mirrored or opaque spandrel glass).
 - f. Columns and pilasters.
 - g. Inlays into the primary cladding material.
3. Any feature used to meet this requirement shall have a minimum width of 36" between a height of 3 and 8 feet above the building's finished floor elevation.

6.24.46.25.4 Roof Form

1. All flat or low pitch roofs (2:12 or less) shall be screened with a parapet wall.
2. All pitched roofs shall provide minimum 8-inch overhangs.

6.24.56.25.5 Building Appurtenances

All mechanical, plumbing, and electric equipment and other exterior building systems shall be located on the rear of the building or on the roof and screened from any adjacent public street or off-street parking area intended for customer use.

ARTICLE 8: OFF-STREET PARKING AND LOADING

8.1 Purpose

The intent is to relieve traffic congestion in the streets, to minimize any detrimental effects of off-street parking areas on adjacent lands, and to ensure the proper and uniform development of parking areas throughout the City. Additionally, it is the objective of this Section to manage parking to reduce its potential adverse water quality impacts within the City and watershed and ensure that land is not covered excessively with impervious surfaces.

8.2 Applicability

The off-street parking and loading requirements of this Section shall apply to all new development within the City's jurisdiction. It shall also apply when an existing structure or use is expanded, enlarged, or otherwise increased in capacity, or where there is a change in use, and such expansion or change in use will result in increased vehicle trips to the existing structure or use.

8.3 General Standards

General parking standards include:

1. All off-street parking areas and loading spaces required by this Section shall only be used for those purposes.
2. Off-street parking areas shall be arranged for convenient access and safety of pedestrians and vehicles.
3. Off-street parking and loading areas shall be properly drained so as not to cause any nuisance on adjacent land.
4. No more than 10 parking spaces may be in a continuous row without being separated by a landscaping island.
5. If parking areas are lighted, the lighting fixtures shall be installed as to protect the street and neighboring properties from direct glare or hazardous interference of any kind.
6. Off-street parking and loading areas shall be maintained in good repair and in safe condition at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to neighboring land.

7. The parking of commercial vehicles with three or more axles shall be prohibited in a residential district except for loading and unloading purposes, for emergency home service, or for use in the conduct of a legal non-conforming use.

8.4 Minimum Off-Street Automobile Parking Standards

Off-street parking shall be provided at the rate established for the particular use in the most recent edition of the Institute for Transportation Engineers Parking Generation Manual (the "Parking Manual"). Any deviation below the minimum number of off-street parking spaces required by the manual shall be reviewed and approved in the manner set forth in the provisions for Alternative Parking ~~Standards~~Plans in Section 8.6.

8.5 Maximum Off-Street Automobile Parking Standards

Nonresidential uses shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 120%. Residential uses, other than detached single family dwellings, shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 150%. The maximum parking ratio is only applicable to off-street surface parking spaces.

8.6 Alternative Parking ~~Standards~~Plans

Alternative Parking Plans may be approved by the City Council to permit a deviation below the minimum number of off-street parking spaces set forth in the Parking Manual in accordance with the following standards and procedures:

1. Applicability

a. Alternative Parking Plans shall be site-specific and applicable to the use or uses included in the application.

b. No change of use, expansion of a use, or alteration of the physical characteristics or layout of a site subject to an Alternative Parking Plan is authorized unless an amendment to the Alternative Parking Plan is approved by the City Council or the site comes into compliance with the generally applicable minimum off-street parking standards.

2. Contents of Applications for Alternative Parking Plans.

Applications for Alternative Parking Plans shall include the following supporting information:

- a. The proposed use(s) for which the application is being made;
- b. The number of off-street parking spaces required under the generally applicable standards of the Parking Manual.
- c. The proposed number of parking spaces requested in the Alternative Parking Plan.
- d. A site plan depicting existing and proposed development, parking layout, access, and other relevant information.
- e. A narrative describing the operational characteristics of the proposed use(s) that warrants the approval of an Alternative Parking Plan.
- f. Such additional relevant supporting information necessary for the review of the application.

3. Review and Approval Procedures

- a. Upon the submission of an application for an Alternative Parking Plan, the Technical Review Committee shall review the application in accordance with its standard operating procedures prior to the application being forwarded to the Planning and Zoning Board. The transmittal of the application to the Planning and Zoning Board shall include the Committee's recommendation, technical analysis of the proposed Alternative Parking Plan
- b. The Planning and Zoning Board shall then review the application in accordance with the guidelines established for approval of Alternative Parking Plans and make a written recommendation to the City Council.
- c. Upon receipt of the application and recommendation of the Planning Board, the City Council shall consider the application and render a final decision on the approval or denial of the Alternative Parking Plan based on the guidelines set forth in 4. below.
- d. In approving an Alternative Parking Plan, the City Council may establish reasonable conditions and changes to the Plan, as agreed to by the authorized applicant.

4. Guidelines for Alternative Parking Plan Approval

When reviewing applications for Alternative Parking Plans, the following guidelines for approval shall be considered:

- a. The degree to which the application deviates from the required minimum off-street parking standard established in the Parking Manual and whether such deviation is reasonable.
- b. The potential impact on surrounding streets and properties if the amount of parking provided does not adequately accommodate the parking generated by the use(s).
- c. The nature and operational characteristics of the proposed use(s).
- d. The capacity of the site to accommodate additional parking.

~~The Planning and Zoning Board and City Council shall be authorized to approve an alternative parking plan that proposes alternatives to providing the number of required/allowed off-street spaces as established in Sections 8.4 and 8.5. In order to receive an approval for an alternative parking plan, the following standards must be met:~~

- ~~1. All off-street parking spaces provided in excess of the maximum provided in Section 8.5 shall be surfaced with alternative paving materials that are pervious or semi-pervious in nature. These parking areas shall be located further from the primary pedestrian entrance to the primary structure than those parking spaces required in Section 8.4. Additionally, pervious and semi-pervious materials should be used in areas proximate to and in combination with on-site stormwater control devices when possible.~~

8.7 On-Street Parking

On-street parking may be used to meet a portion of the minimum off-street requirements found in Section 8.4, subject to the following standards:

- 1. No more than 25% of the minimum off-street parking space requirement is met through the use of on-street parking.
- 2. Adequate on-street parking must be within 500 linear feet from the primary entrance to the proposed use.

~~The proposed development includes mixed uses or is located in an area where residential and non-residential uses are within 500 feet from one another.~~

- 3. There is no negative impact to existing or planned traffic circulation patterns

8.78.8 Shared Parking

Requests for shared parking shall comply with the following standards:

1. Shared parking spaces shall be located within 500 linear feet of the primary entrance to all uses served.
2. No shared parking spaces are to be separated by an arterial or collector road.
3. Adequate and safe pedestrian access must be provided from and to the shared parking areas.
4. The maximum reduction in the number of parking spaces required for all uses sharing the area is 50%.
5. A shared parking agreement involving all owners of record must be recorded prior to the issuance of a Certificate of Occupancy.
6. The Zoning Administrator shall determine whether shared parking is possible for any proposed development. The applicant may submit a professional study that justifies the feasibility of shared parking for a specific location.

8.88.9 Compact Spaces

Up to 25% of the minimum number of required off-street parking spaces may be provided as compact car spaces. Compact car spaces shall be designated by signage and/or pavement marking. The minimum dimensional standards are found in Section 8.11.

8.98.10 Cross-Access Required

All parking areas in non-residential developments and large-scale multi-family developments shall be designed to allow for cross-access to adjacent compatible sites in accordance to the following standards:

1. In no case shall a development be required to provide cross-access to more than 2 adjacent parcels.
2. A minimum distance of 100 feet is preferred between a cross-access way or driveway entrance.
3. A stub for future cross-access shall be provided to all adjacent land zoned for non-residential or multi-family purposes and/or designated for non-residential or multi-family purposes in the Future Land Use Plan.
4. Cross-access ways should allow for two-way traffic between parcels. The minimum width of the cross-access way should be 22 feet.

5. Where provided, a cross-access easement shall be recorded by the owner/developer prior to issuance of a Certificate of Occupancy.

The Zoning Administrator shall have the authority to waive the cross-access requirement if the applicant demonstrates it is impractical to provide cross-access due to topography, the size and configuration of the site, automobile safety factors, adjacent incompatible uses, or existing development on adjacent land that makes cross-access impossible.

8.108.11 Pedestrian Pathways

For parking lots with 200 or more spaces, pedestrian pathways are required to provide access through the parking lot to each building. Standards for pedestrian pathways in parking lots are as follows: :

1. Pedestrian pathways shall be located within landscaped medians separating rows of parking. Such medians shall have a minimum width of 12 feet.
2. One median containing a pedestrian pathway shall be provided per two drive aisles in the parking lot.
3. Pedestrian pathways shall have a minimum width of 5 feet, and be paved with asphalt, concrete, or other comparable material.
4. When crossing drive aisles, the pathway shall be a minimum of 10 feet in width and shall be of contrasting color or material.
5. Unpaved portions of the median shall be mulched or seeded with live ground cover Supplemental plantings are permitted.

8.118.12 Minimum Dimensional Standards for Parking Spaces

Table 8.1: Parking Space Dimensions

Parking Angle	Stall Width (ft)	Stall Depth (ft)	Aisle Width (ft)*
90 degrees	9	19	24
60 degrees	8.5	18	22
45 degrees	8.5	18	22
Parallel	8	22	22
Compact	8	16	22

** Aisle widths are provided for two-way traffic. In cases where traffic is proposed for one-way travel, then the width of the aisle may be reduced by ½ the requirement.*

8.128.13 Stacking Spaces for Drive-thru and Related Uses

In addition to meeting the minimum off-street parking space standards in Section 8.4, uses with drive-thru facilities shall comply with the minimum stacking spaces required in the following table:

Table 8.2: Drive Thru- Staking Space Minimums

Type of Use	Minimum Stacking Spaces	Measured From
ATM	3	teller machine
Auto repair and service	3 per bay	bay entrance
Auto service station (w/ gas)	30 ft	each end of outermost island
Car wash, automatic	4	bay entrance
Car wash, full service	10	bay entrance
Car wash, self service	4 per bay	bay entrance
Convenience store (w/ gas)	30 ft	each end of outermost island
Day care (adult and child)	6	building entrance
Financial institution (teller lane)	5 per lane	teller window
Nursing home	3	building entrance
Restaurant*	6	order box
Other (including dry cleaning, laundry, pharmacy, etc.)	5 per lane	agent window

**Restaurants with a drive-thru shall provide for a minimum 4 vehicle queue between the order box and pickup window.*

Standards for uses not specifically listed may be determined by the Zoning Administrator based on the standards for comparable uses and upon the particular characteristics of the use.

8.14 Bicycle Parking Standards

1. Applicability

Requirements for the provision of bicycle parking shall apply to the development, redevelopment, or substantial alteration (additions exceeding 25% of existing gross floor area that requires the addition of 20 or more off-street automobile parking spaces) of a property where the minimum off-street parking requirement is 20 or more automobile spaces for the use or uses on the subject property.

2. Number of Bicycle Parking Spaces Required

Where bicycle parking is required, a minimum of two (2) spaces shall be provided plus one (1) additional space per 10 automobile parking spaces, up to a maximum of 10 bicycle parking spaces.

3. Bicycle Parking Facilities

a. Bicycle parking spaces shall be provided in racks that are designed in a manner that allows for the secure locking of the frame of a bicycle to the rack.

b. Bicycle racks shall be located on asphalt or concrete surfaces.

c. Bicycle parking areas shall be located withing 100 feet of the primary customer entrance of the use for which they are required.

d. Bicycle parking areas shall be located in a manner that allows for the maneuvering of bicycles into and out of the racks.

8.138.15 Off-Street Loading Standards

Every structure or building used for trade, business, or industry hereafter erected, shall provide space as indicated herein for the loading, unloading, and maneuvering space of delivery vehicles off the street or public alley. Such space shall have access to a public alley, private driveway, or if such cannot reasonably be provided, to a public street. For the purpose of this Section an off-street loading space (exclusive of adequate access drives and maneuvering space) shall have a minimum dimension of 12 feet by 40 feet and an overhead clearance of 15 feet in height above the alley or street grade.

Table 8.3: Off- Street Loading

Type of use	Required Off-Street Loading Spaces
<u>Multi-Family Residential</u>	<u>49 or fewer dwelling units: None Required</u> <u>50+ dwelling units: 1 space</u>
<u>Nonresidential Uses</u>	<u>Less than 10,000 s.f. gross floor area: none required</u> <u>10,000 – 50, 000 s.f gross floor area: 1 space</u> <u>50,000+ s.f. gross floor area: 2 spaces</u>
<u>Industrial Uses</u>	<u>10,000+ s.f. gross floor area: 1 space</u>

Type of use	Required Off-Street Loading Spaces
<u>Retail Business</u>	<u>1 space for each 20,000 square feet of gross floor area or fraction thereof</u>

Wholesale and Industries	1 space for each 20,000 square feet of gross floor area or fraction thereof
Office and Institutions	1 space for each 50,000 square feet of gross floor area or fraction thereof (space not required for office development with less than 5,000 square feet in floor area)

~~**8.141.1 On-Street Parking**~~

~~On-street parking may be used to meet a portion of the minimum off-street requirements found in Section 8.4, subject to the following standards:~~

- ~~1. No more than 25% of the minimum off-street parking space requirement is met through the use of on-street parking.~~
- ~~2.1. Adequate on-street parking must be within 500 linear feet from the primary entrance to the proposed use.~~
- ~~3.1. The proposed development includes mixed uses or is located in an area where residential and non-residential uses are within 500 feet from one another.~~
- ~~4.1. There is no negative impact to existing or planned traffic circulation patterns.~~

~~**8.15 Deferred Parking**~~

~~An applicant may submit a request to defer the construction of up to 25% of the required number of minimum parking spaces specified in Section 8.4 if one of the following standards is met:~~

- ~~1. It is demonstrated that because of the location, nature, mix of uses, or by a Parking Demand Study that there is reasonable probability that the number of required parking spaces is not warranted.~~
- ~~2. The request is accompanied by a Reserve Parking Plan, which identifies an area reserved for future parking if needed with the appropriate number of spaces being deferred.~~
- ~~3. If ultimately developed, all deferred parking areas shall comply with all standards of this Ordinance that apply.~~

8.16 Minimum Driveway Throat Length

Driveway Throat Length: The driveway throat length is the distance from the street to the first point of conflict along the driveway. The entrance throat shall be of sufficient length to accommodate the length of queued vehicles outbound, free from any conflict points. There shall

be at least a distance of 30 feet from the entrance right-of-way line to the beginning of the first aisle way or the first parking stall. The following table provides minimum driveway throat lengths for various sized retail establishments.

Table 8.4: Driveway Throat Lengths

Commercial Development Type	Minimum Driveway Throat Length (ft)
Stand Alone Sites and Shopping Centers < 25,000 sq ft	30 ft (about two car lengths)
Stand Alone Sites and Shopping Centers > 25,000 sq ft	80 ft (about five car lengths)
Shopping Centers > 200,000 sq ft	200 ft (about thirteen car lengths)

Figure 8.1: Driveway Maneuver

Vehicles entering the parking lot have room to maneuver without conflict.

