



PURPOSE

- Create comfortable travel patterns for pedestrians and bicyclists.
- Protect users of adjacent properties from nuisances caused by the impacts of vehicles circulating parking lots.
- Ensure there are adequate amounts of parking and loading spaces to serve the use of the property.
- Support multi-modal networks and alternative parking solutions.
- Encourage green infrastructure and sustainable design practices.
- Enhance the overall environmental and aesthetic quality of the community to provide a healthful and pleasant atmosphere.

APPLICABILITY

USE	ACCESS & PARKING	LANDSCAPING & SCREENING
NONRESIDENTIAL / OTHER		
Nonresidential, existing or new construction	§ 128-31.4 to 31.10	§ 128-32.4 to 32.14
Mixed-Use, existing or new construction	§ 128-31.4 to 31.10	§ 128-32.4 to 32.14
Agricultural	Exempt	Exempt
Industrial	§ 128-31.4 to 31.10	§ 128-32.4 to 32.14
RESIDENTIAL		
Multi-Family Dwelling, over 3 units	§ 128-31.4 to 31.10	§ 128-32.4 to 32.14
Subdivisions	*by residential type	§ 128-32.4 to 32.14
Single-, Two, and Multi-Family Dwellings up to 3 units	§ 128-31.3	§ 128-32.2

FIGURE 32.1 Screening from Residential

Fencing and vegetation required to serve as visual buffers between nonresidential and residential uses.



KEY COMPONENTS

- Minimum parking space requirements by use (no more than 120% of min requirement may be provided to reduce unnecessary paving).
- Location of parking lots to side and rear yard areas.
- Enhanced parking lot landscaping and screening requirements.
- Consideration of alternative parking arrangements, such as joint and shared parking.
- Enhanced bicycle and pedestrian connectivity.
- Access management to reduce vehicular dominant development patterns.
- Dissuade unnecessary clearing and land disturbance to preserve existing vegetation.
- Standards for lawn areas, building foundation landscaping, street trees, buffering of nonresidential uses and parking areas, and dumpster and mechanical equipment screening.

FIGURE 31.1 Side Yard Parking

Decreasing visual presence of parking along the streetscape by setting it beyond the front building line and providing fencing and/or vegetative screening.

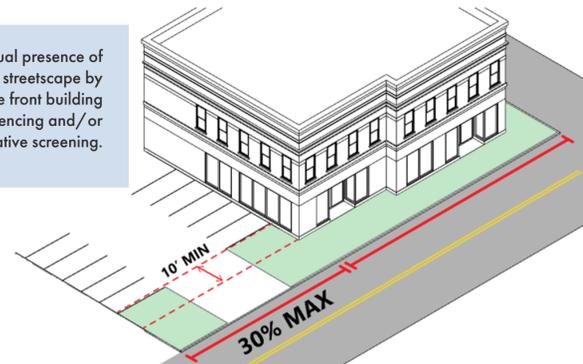


FIGURE 32.2 Parking Lot Knee Wall.

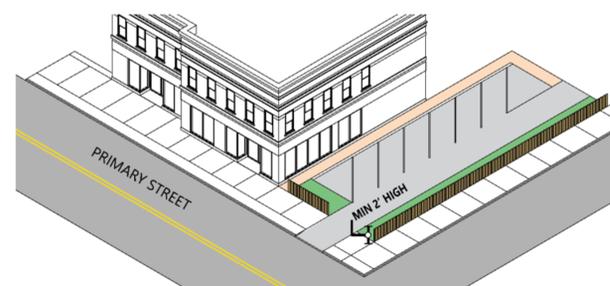
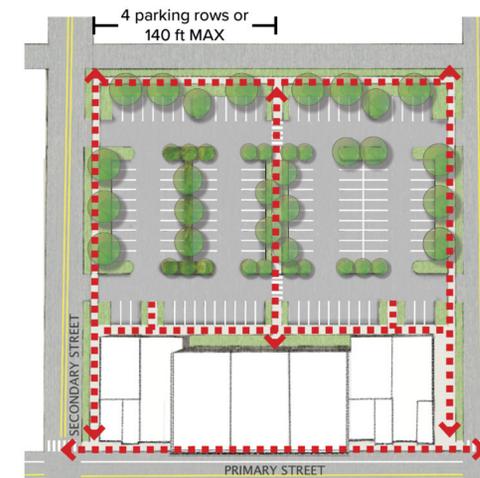
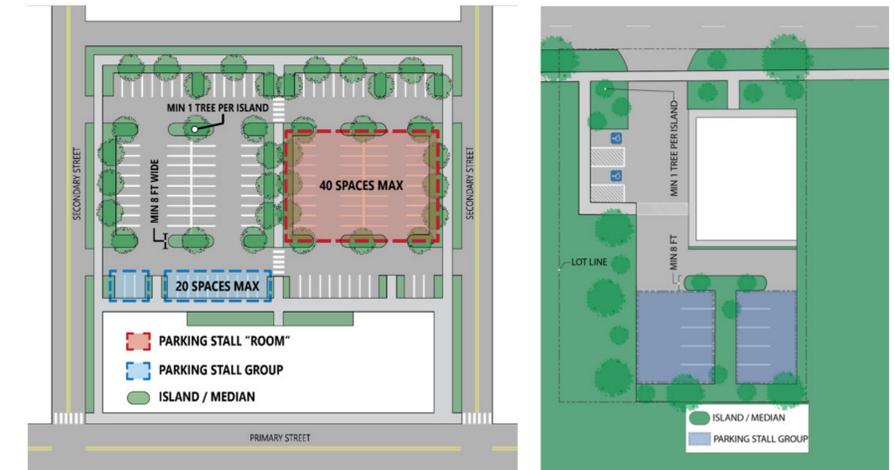


FIGURE 32.4 Parking Area Design & Landscaping



Parking areas must contribute to on- and off-site pedestrian connectivity and include attractive landscape treatments to break up the impervious surface area.

FIGURE 32.5 Parking Lot Green Infrastructure – Curb Inlets and Vegetated Bioswales

Landscaping treatments are encouraged to incorporate green infrastructure to provide increased stormwater management capabilities.

