



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Agenda Planning Commission

Tuesday, August 18, 2026

6:00 PM

City Hall, Room 011

Zoning Ordinance Update Project Work Session

1. Call To Order

2. Roll Call/Determination of Quorum

3. New Business

3.a. Brief Reflections on Prior Work Session (10-15 minutes)

3.b. Review Zoning District Names and Intent Statements

Attachments: [Memorandum](#)

3.c. Review portions of draft Zoning Ordinance text

Attachments: [Memorandum](#)
[Draft Article E. Parking and Landscaping](#)
[Parking related definitions from draft Sec. 10-3-11. Definitions](#)

4. Next Steps

5. Adjournment

NOTE TO THE PUBLIC

Anyone interested may attend the meeting; however, no public comment will be received. The meeting will be recorded and posted online after the meeting.

Staff will be available at 4:00 p.m. on the Tuesday before the next Planning Commission meeting for those interested in going on a field trip to view the sites on the next agenda.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-297, **Version:** 1

Subject:
Brief Reflections on Prior Work Session (10-15 minutes)
Presented By: -
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City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-298, **Version:** 1

Subject:
Review Zoning District Names and Intent Statements
Presented By: Wesley Russ, City Attorney's Office



August 18, 2026 Planning Commission Meeting

TO: Harrisonburg Planning Commission
FROM: Wesley D. Russ, Jr., Deputy City Attorney
DATE: August 5, 2026
RE: Review Zoning District Names and Intent Statements

At its last meeting, the Commission requested a list of the proposed zoning districts and their intent statements. Staff are also taking the opportunity to recommend new names for three of the residential districts.

District Names

We recommend the following changes to the residential district names used in earlier drafts:

Previous Name	Recommended Name
Neighborhood Residential	Suburban Neighborhood
Flexible Residential	Flexible Neighborhood
Traditional Neighborhood	Urban Neighborhood

Traditional Neighborhood drew its name from Traditional Neighborhood Development (TND), which in planning literature is the counterpart to Conventional Suburban Development (CSD).¹ Where TND is a compact, gridded, walkable form, CSD is the curvilinear, separated-use, automobile-oriented form that dominated American development since the mid-20th century.

While the district name was an intentional nod to TND, it works best when the reader is familiar with both concepts. Otherwise, *traditional* and *conventional* might be interpreted as synonyms relating to a custom.

¹ E.g., Jonathan Ford, Morris Beacon Design, *Smart Growth & Conventional Suburban Development: An Infrastructure Case Study Completed for the EPA* (Jan. 13, 2010), <https://www.epa.gov/sites/default/files/2014-07/documents/mbd-epa-infrastructure.pdf>.

Further, “Neighborhood Residential” tells the reader little—just that it is a residential district and involves a neighborhood, which is true of all three districts.

In place of the previous names, staff recommend “Urban Neighborhood” and “Suburban Neighborhood” as descriptors for the two patterns TND and CSD describe, using terminology more likely to connect with the typical reader. “Flexible Neighborhood” then completes the gradient.

Recognizing that *suburban* carries connotations for some readers, staff also considered “Conventional Neighborhood.” Staff recommend Suburban instead, for the same reason we recommend Urban over Traditional: it describes the development pattern in ordinary, more accessible language.

Aligning these three districts along a gradient that modifies the shared “Neighborhood” also better highlights the distinction between these districts and the “Community” districts. Both Attached Community and Garden Community are typically larger, coordinated developments, generally with some degree of shared facilities and private drive aisles and travelways in place of public streets.

District Intent Statements

The **Suburban Neighborhood (R-SN) District** is intended for low-density residential development. The district emphasizes single-family development with dimensional standards that may accommodate infill and a variety of home sizes within a low-density residential character.

The **Flexible Neighborhood (R-FN) District** is intended to accommodate single-family detached, single-family attached, and duplex development, with limited townhouse and apartment dwellings. The district includes diverse neighborhood forms and permits the same uses as the Urban Neighborhood (R-UN) District with generally larger minimum lot standards.

The **Urban Neighborhood (R-UN) District** is intended to accommodate medium-density residential development in areas with a traditional neighborhood character, including single-family detached, single-family attached, and duplex dwellings, with limited townhouse and apartment dwellings. The district promotes walkable, human-scale development on a traditional street grid with a mix of housing types.

The **Attached Community (R-AC) District** is intended to provide for higher-density attached residential development, including single-family attached dwellings and townhouses, through coordinated development sites that incorporate shared facilities, private travelways, and efficient land use, while maintaining compatibility with surrounding neighborhoods.

The **Garden Community (R-GC) District** is intended to accommodate garden-style apartment and multi-building residential developments.

The **Mixed Use Urban Village (MU-UV) District** encourages coordinated development and redevelopment that integrates a variety of housing types with commercial and community uses scaled appropriately for a neighborhood setting. Development should emphasize walkable design, interconnected streets, and compatibility with surrounding neighborhoods, creating cohesive, mixed-use environments that can evolve over time while maintaining human scale.

The **Mixed Use Downtown (MU-D) District** provides for the City's urban activity center of concentrated commercial, office, civic, and residential uses. Development should occur in a compact, walkable pattern with buildings oriented to the street, active ground-floor uses, and minimal front setbacks.

The **Neighborhood Commercial (C-NC) District** is intended for small- and medium-scale commercial uses that serve nearby neighborhoods, without introducing undue auto-oriented or high-impact uses. Development should be compatible in scale and design with surrounding residential areas, emphasizing pedestrian access where feasible.

The **Auto-Urban Commercial (C-AU) District** accommodates large-format retail, regional commercial centers, and similar developments typically located along major corridors. The district supports the incremental evolution of these corridors through special exceptions for residential uses where compatible as part of a larger transition toward a more integrated, pedestrian-oriented design.

The **General Industrial (I-G) District** provides areas for manufacturing, processing, distribution, and related industrial activities that may not be appropriate in residential or mixed-use settings. The intent is to preserve land for employment uses, ensure adequate access and buffering, and minimize potential conflicts between industrial operations and adjacent uses.

Draft Zoning Map

The draft Zoning Map is available here: <https://experience.arcgis.com/experience/b9685a88af8d4869bab56db6f5174de6>. The district names have not been yet updated to reflect staff's recent recommendations described within this memorandum.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-299, **Version:** 1

Subject:

Review portions of draft Zoning Ordinance text

Presented By: Wesley Russ, City Attorney's Office and Thanh Dang, Community Development



August 18, 2026 Planning Commission Work Session

Title

Review and discuss portions of draft Zoning Ordinance text – Wesley Russ, City Attorney’s Office and Thanh Dang, Community Development

Summary

Provided for the Planning Commission’s review are:

- Draft Article E. Parking and Parking Lot Landscaping
- Parking related definitions in Draft Section 10-3-11. Definitions

Staff requests that the Planning Commission review the attached materials in advance of the August 18, 2026 work session. Commissioners are encouraged to submit any questions or comments to Wesley.Russ@harrisonburgva.gov and Thanh.Dang@harrisonburgva.gov by the end of the day on Monday, August 17, 2026 to help staff prepare for and to facilitate the discussion. Questions or comments not submitted in advance may also be provided during the August 18 work session.

References

The draft Zoning Ordinance is organized into the following articles:

- Article A. General Provisions
- Article B. Zoning Districts and District Standards
- Article C. Use Regulations
- Article D. Site Development Standards
- Article E. Parking and Landscaping
- Article F. Signs
- Article G. Floodplain Overlay Regulations
- Article H. Development Review Procedures
- Article I. Board of Zoning Appeals
- Article J. Nonconformities
- Article K. Administration and Enforcement
- Article L. Definitions and Rules of Construction

The draft Zoning Ordinance includes the following zoning districts:

RESIDENTIAL DISTRICTS	
Neighborhood Residential	R-NR
Flexible Neighborhood	R-FN
Traditional Residential	R-TN
Attached Community	R-AC
Garden Community	R-GC
COMMERCIAL DISTRICTS	
Neighborhood Commercial	C-NC
Auto-Urban Commercial	C-AU
MIXED USE DISTRICTS	
Mixed Use - Urban Village <i>(previously named Mixed Ues Neighborhood)</i>	MU-UV
Mixed Use – Downtown <i>(previously named Mixed Use Center)</i>	MU-D
INDUSTRIAL DISTRICTS	
General Industrial	I-G

Attachments

1. See list above

ARTICLE E. Parking and Landscaping

SECTION 10-3-65. General Provisions

- A. **Applicability.** The following are subject to the requirements of this Article:
1. Any new structure or use;
 2. A change of use, where the vehicle or bicycle parking existing on the lot is less than the minimum required for the new use;
 3. Any expansion of a structure or use;
 4. A parking lot expansion; and
 5. A parking lot alteration.
- B. **Existing Parking Lots.** A parking lot lawfully established before the effective date of this Ordinance may continue in its existing condition. A parking lot expansion or parking lot alteration subjects the parking lot to the requirements of this Article to the extent stated in each Section.
- C. **Eligible Parking Spaces.** The following vehicle parking spaces count toward the minimum vehicle parking requirements of this Article:
1. Parking spaces equipped with electric vehicle charging stations;
 2. Parking spaces reserved for customer order pickup; and
 3. Accessible parking spaces.
- D. **Public Streets.** A parking space located on a public street or within the public right-of-way may not count toward the minimum parking requirements.

SECTION 10-3-66. Minimum Parking Spaces

- A. **Existing Parking Lots.**
1. **Bicycle Parking Required.** Where a parking lot expansion or parking lot alteration occurs, the minimum bicycle parking spaces required by this Section must be provided for all uses the parking lot serves.
 2. **Vehicle Parking Unaffected.** A parking lot expansion or parking lot alteration does not require additional parking spaces.
- B. **Calculations.**

1. **Vehicle Parking Spaces.** If the final calculated number of required vehicle parking spaces includes a fractional space, the number of required spaces must be rounded down to the nearest whole number.
2. **Bicycle Parking Spaces.** If the final calculated number of required bicycle parking spaces includes a fractional space, the number of required spaces must be rounded up to the nearest whole number.
3. **Area Measurements.** Where the table in this Section uses area measurements, the following rules apply:
 - a. **Gross Floor Area (GFA).** The parking requirement is based on the gross floor area of all principal and accessory buildings and structures. This area does not include any area used for vehicle parking or vehicle circulation, whether or not enclosed.
 - b. **GFA and Outdoor Activity Area (GFA + OAA).** The parking requirement is based on the sum of the gross floor area and the outdoor activity area.
4. **Conflicting Requirements.** Where a use is subject to both a district-specific requirement and a use-specific requirement in the table, the district-specific requirement controls.
5. **Multiple Uses.** Where the same vehicle parking or bicycle parking serves 2 or more uses, including parking within a shared parking area, the required number of spaces must be calculated as follows:
 - a. The requirement for each use must be calculated separately, without rounding;
 - b. The requirements for all uses must be added together; and
 - c. The rounding rule for the applicable type of parking space must then be applied to the total.

C. Minimum Parking Spaces.

1. **MU-D District.** The MU-D District has no minimum vehicle parking space or bicycle parking space requirement.
2. **Infrastructure and Utilities Use Group.** The Infrastructure and Utilities Use Group has no minimum vehicle parking space or bicycle parking space requirement.
3. **Certain Dwellings Exempt from Bicycle Parking.** Single-family detached, single-family attached, and duplex dwellings have no minimum bicycle parking space requirement.

4. **All Other Districts and Uses.** In all other districts and for all other uses, minimum vehicle and bicycle parking spaces must be provided as follows:

Use	Required Vehicle Parking Spaces	Required Bicycle Parking Spaces
RESIDENTIAL USE GROUP		
HOUSEHOLD LIVING		
All Dwellings in R-AC and R-GC	0.85 per bedroom	1 per 6 dwelling units, or 4, whichever is greater
Single-Family Detached	1 per dwelling	N/A
Single-Family Attached	1 per dwelling	N/A
Duplex	1 per dwelling	N/A
Townhouse	1 per dwelling	1 per 6 dwelling units, or 4, whichever is greater
Apartment	1 per dwelling	1 per 6 dwelling units, or 4, whichever is greater
GROUP LIVING		
Boarding or Rooming House	1 per bedroom	1 per 6 bedrooms, or 4, whichever is greater
Recovery Residence	The requirement for the dwelling in which the use is located	The requirement for the dwelling in which the use is located
RESIDENTIAL ACCESSORY USES		
Beekeeping	N/A	N/A
Business Garden	N/A	N/A
Homestay	N/A	N/A
Home-Based Child Care, Small	N/A	N/A
Home-Based Child Care, Large	N/A	N/A
Home-Based Business	N/A	N/A
Short-Term Rental	1 per accommodation space	N/A
CIVIC AND INSTITUTIONAL USE GROUP		

COMMUNITY AND CULTURAL FACILITY USES		
Adult Day Support Center	1 per 300 sq. ft. GFA	4
Child Day Care Center	1 per 300 sq. ft. GFA	4
Community Center	1 per 250 sq. ft. GFA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Private Club	1 per 250 sq. ft. GFA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Religious Assembly	1 per 10 seats in primary assembly area	1 per 200 seats in primary assembly area, or 4, whichever is greater
MEMORIAL USES		
Funeral Home	1 per 10 seats in primary assembly area	4
Cemetery	N/A	N/A
Crematory	1 per 300 sq. ft. GFA	N/A
INSTITUTIONAL CARE AND SUPPORT SERVICE USES		
Assisted Living Facility	1 per 3 beds	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Congregate Housing	1 per 3 beds	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Hospital	1 per 3 beds	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Inpatient Substance Use Disorder Treatment Facility	1 per 3 beds	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Nursing Home	1 per 4 beds	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
COMMUNITY SERVICE USES		
Public Use	N/A	N/A
Volunteer Rescue Squad	1 per 500 sq. ft. GFA	2
EDUCATIONAL USES		
Public School		
College or University		
Private School		

Training Facility or Vocational School	1 per 300 sq. ft. GFA	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
COMMERCIAL USE GROUP		
OFFICE AND SERVICE USES		
Financial Institution	1 per 300 sq. ft. GFA	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Financial Institution, Drive-Thru	1 per 300 sq. ft. GFA	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Household Repair Service	1 per 300 sq. ft. GFA	2
Medical Office	1 per 300 sq. ft. GFA	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Personal Service	1 per 300 sq. ft. GFA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Professional Office	1 per 300 sq. ft. GFA	1 per 20,000 sq. ft. GFA, or 4, whichever is greater
Radio or Television Station or Studio	1 per 300 sq. ft. GFA	2
RETAIL USES		
Grocery Store	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Home Improvement Store	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Pharmacy	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Pharmacy, Drive-Thru	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Other Drive-Thru	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Tobacco, Smoke, or Vape Shop	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Adult Business	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Retail, General	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
ENTERTAINMENT AND RECREATION USES		

Commercial Recreation, Indoor	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Commercial Recreation, Outdoor	1 per 250 sq. ft. GFA + OAA	4
Golf Course	4 per hole	4
Health and Exercise Facility	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Museum or Gallery	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
ANIMAL SERVICE USES		
Animal Kenneling and Training	1 per 500 sq. ft. GFA	2
Animal Shelter	1 per 500 sq. ft. GFA	2
Pet Adoption	1 per 500 sq. ft. GFA	2
Pet Grooming	1 per 500 sq. ft. GFA	2
Veterinary Hospital	1 per 300 sq. ft. GFA	2
FOOD SERVICE AND HOSPITALITY USES		
Brewery, Distillery, or Winery	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Catering, Takeout-Only, and Delivery-Only Kitchen	1 per 500 sq. ft. GFA	2
Hotel or Motel	1 per room + 1 per 250 sq. ft. of dining or assembly space	4
Restaurant	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
Restaurant, Drive-Thru	1 per 250 sq. ft. GFA + OAA	1 per 10,000 sq. ft. GFA, or 4, whichever is greater
VEHICLE SERVICE USES		
Car Wash	1 per 500 sq. ft. GFA	2
Vehicle Fuel Station	1 per 250 sq. ft. GFA	2
Vehicle Repair and Maintenance	2 per service bay	2
Vehicle Sales and Rental	1 per 500 sq. ft. GFA	2

Vehicle Service Station	2 per service bay	2
INDUSTRIAL USE GROUP		
LIGHT INDUSTRIAL AND LOGISTICS USES		
Airport or Heliport	Determined by Special Exception	Determined by Special Exception
Building and Materials Supplier	1 per 500 sq. ft. GFA	2
Contractor's Storage Yard or Service Shop	1 per 1,000 sq. ft. GFA	2
Data Center	1 per 2,000 sq. ft. GFA	2
Micromanufacturing	1 per 500 sq. ft. GFA	2
Plant Nursery or Greenhouse	1 per 1,000 sq. ft. GFA	2
Retail Showroom	1 per 1,000 sq. ft. GFA	2
Self-Service Storage	1 per 2,000 sq. ft. GFA	2
Solar Facility	N/A	N/A
Warehousing and Freight Movement	1 per 2,000 sq. ft. GFA	2
Wholesale	1 per 1,000 sq. ft. GFA	2
GENERAL AND HEAVY INDUSTRIAL USES		
Feed Mill	1 per 1,000 sq. ft. GFA	2
Heavy Equipment Yard	1 per 1,000 sq. ft. GFA	2
Manufacturing	1 per 1,000 sq. ft. GFA	2
Salvage or Scrap Yard	1 per 1,000 sq. ft. GFA	2
Meat Processing, General	1 per 1,000 sq. ft. GFA	2
Meat Processing, Poultry	1 per 1,000 sq. ft. GFA	2
Storage or Impound Lot	N/A	N/A
Waste-Related Service	1 per 1,000 sq. ft. GFA	2

SECTION 10-3-67. General Vehicle Parking Design Standards

- A. **Applicability.** This Section applies to all vehicle parking other than a vehicle parking space that serves only a single-family detached, single-family attached, duplex, or townhouse dwelling on the same lot as the space.
- B. **Existing Parking Lots.**
1. **Parking Lot Expansion.** Where a parking lot expansion occurs, each vehicle parking space and drive aisle within the expanded area must comply with this Section. Each vehicle parking space and drive aisle outside the expanded area whose location or dimensions are altered must also comply with this Section.
 2. **Parking Lot Alteration.** Where a parking lot alteration occurs, each vehicle parking space and drive aisle whose location or dimensions are altered must comply with this Section.
- C. **Parking Space Dimensions and Types.**
1. **Standard Vehicle Parking Spaces.** A standard vehicle parking space must meet one of the following requirements:
 - a. Be at least 9 feet wide and 18 feet long, if perpendicular or angled; or
 - b. Be at least 10 feet wide and 20 feet long, if parallel.
 2. **Compact Vehicle Parking Spaces.** Up to 25 percent of all required vehicle parking spaces may be designated for compact vehicles. A compact vehicle parking space must meet one of the following requirements:
 - a. Be a minimum of 8 feet wide and 17 feet long, if perpendicular or angled; or
 - b. Be at least 8 feet wide and 20 feet long, if parallel.
 3. **Parking Space Adjacent to a Wall.** Where a wall exists or is proposed at the head of a vehicle parking space, the minimum length of the space is increased by 2 feet for a perpendicular space and by 1 foot for an angled space.
- D. **Maneuvering.**
1. **On-Site Maneuvering Required.** A vehicle parking space must be designed so that a vehicle enters and exits the space without using a public street.

2. **Independent Access.** Each vehicle parking space must be accessible from a street or alley through aisles or driveways without the need to move another vehicle.

E. Delineation and Surfacing.

1. **Surfacing.** All vehicle parking areas, drive aisles, and driveways must be paved with an all-weather surface.
2. **Delineation.** All vehicle parking spaces must be permanently and clearly identified by painted lines, wheel stops, or other appropriate method. A compact vehicle parking space must also be identified as reserved for compact vehicles only, by a sign or by a marking on the pavement surface.
3. **Maintenance.** Vehicle parking spaces must be regularly maintained so that each space remains clearly identified.

SECTION 10-3-68. Private Residential Parking Design Standards

- A. **Applicability.** This Section applies to a vehicle parking space that serves only a single-family detached, single-family attached, duplex, or townhouse dwelling located on the same lot, whether in a private garage, carport, or driveway.
- B. **Dimensions.** Each vehicle parking space must be at least 9 feet wide and 20 feet deep.
- C. **Location.** Each vehicle parking space must be set back from the lot line abutting the street from which the driveway takes access as follows:
 1. **Sidewalk within Public Street.** Where a sidewalk exists within the public street right-of-way, the parking area must be set back at least 5 feet from that lot line.
 2. **Sidewalk within Easement.** Where a public sidewalk exists within an easement on that lot line, the parking area must be set back at least 5 feet from the interior line of the easement.
 3. **Without Public Sidewalk.**
 - a. Where no public sidewalk exists, and right-of-way sufficient for sidewalk installation has not been dedicated and is not otherwise required to be dedicated, the parking area must be set back at least 12.5 feet from that lot line.
 - b. Where no public sidewalk exists, and right-of-way sufficient for sidewalk installation is available, the parking area must be set back at least 5 feet from that lot line.

- D. **Surface.** The vehicle parking area must have an improved surface.
- E. **Access.** The vehicle parking area must be accessible, directly or indirectly, from a public street or alley.
- F. **Driveway Width.** The following standards apply to a driveway with direct access to a public street. Both the driveway width and the lot width are measured along the lot line abutting the street from which the driveway takes access.
 - 1. No driveway may be wider than 12 feet on any lot that is 40 feet wide or less.
 - 2. No driveway on a lot greater than 40 feet wide may be wider than 30 percent of the lot width or 24 feet, whichever is less.
- G. **Maneuvering.**
 - 1. **Townhouse.** A vehicle parking space on the same lot as a townhouse dwelling must be designed so that a vehicle maneuvers into and out of the space without using the public street. Such a space is not required to be accessible without moving another vehicle.
 - 2. **Other Dwellings.** A vehicle parking space on the same lot as a single-family detached, single-family attached, or duplex dwelling is not required to provide on-site maneuvering or be accessible without moving another vehicle.

SECTION 10-3-69. General Bicycle Parking Design Standards

- A. **Applicability.** This Section applies to all bicycle parking, whether or not this Ordinance requires the parking.
- B. **Location.** Bicycle parking must be:
 - 1. Within 50 feet of at least 1 entrance to the building or buildings it serves;
 - 2. At least 2 feet from vehicle parking, vehicle travelways, and all walls, fences, curbs, and other vertical surfaces; and
 - 3. Located to maintain clear accessible paths and preserve adequate sight distance as required by the DCSM.
- C. **Surfacing.** Bicycle parking must be located on an all-weather surface with a slope no greater than 3 percent.
- D. **Indoor Bicycle Parking.** Bicycle parking required for an apartment may be located inside the building it serves, in a room or area designated for bicycle parking and accessible to all residents of the building.

- E. **Shared Townhouse Bicycle Parking.** Bicycle parking spaces serving townhouses must be located on a common lot owned and maintained by a property owners' association. The bicycle parking spaces must be accessible to all residents of the development.
- F. **Standards.** Each bicycle parking space must be at least 6 feet long and 2 feet wide and must be served by a bicycle rack. If a bicycle rack is designed to accommodate bicycles on both sides, each side counts as 1 bicycle parking space.
- G. **Bicycle Racks.** Bicycle racks must:
 - 1. Allow for the bicycle frame and at least 1 wheel to be locked to the rack;
 - 2. Be securely anchored to a permanent surface;
 - 3. Be arranged so that each bicycle parking space is independently accessible without moving another bicycle; and
 - 4. Be located so that a parked bicycle does not obstruct a walkway or any area used for vehicle parking or vehicle circulation.

SECTION 10-3-70. Drive-Through and Stacking Standards

- A. **Applicability.** This Section applies to any drive-through facility. For the purposes of this Section, a "drive-through facility" includes any:
 - 1. Drive-through window;
 - 2. Drive-up service;
 - 3. Vehicle wash bay;
 - 4. Vehicle service bay;
 - 5. Vehicle fuel pump; or
 - 6. Controlled or gated parking entrance.
- B. **Dimensions.** Each stacking space must be at least 9 feet wide and 20 feet long.
- C. **Bypass Lane.** Any drive-through facility must provide a bypass lane. The bypass lane must allow a vehicle to leave the stacking lane and bypass the service point without entering a gated area or backing into the public street.
- D. **Minimum Stacking Space Requirements.** Drive-through facilities must provide the minimum number of stacking spaces listed in the table below. A vehicle located at the point identified in the Measured From column counts as the first required stacking space.

Use	Minimum Stacking Spaces	Measured From
Car Wash	3 per bay	Entrance to wash bay
Controlled or Gated Parking Entrance	3 per lane	Gate or ticket dispenser
Financial Institution, Drive-Thru / ATM	3 per lane	Teller window or ATM
Pharmacy, Drive-Thru	3 per lane	Pickup window
Restaurant, Drive-Thru	6 per lane	Pickup window
Vehicle Fuel Station	2 per pump	Pump
Vehicle Service Station	1 per bay	Entrance to service bay
Other Drive-Through Facilities	3 per lane	Primary point of service

SECTION 10-3-71. Location of Parking

- A. **On-Site Parking.** Required bicycle and vehicle parking spaces must be located on the same lot as the use they serve, except as provided in this Section.
- B. **Shared Parking Areas.** Required bicycle and vehicle parking spaces may be located within a shared parking area serving more than one lot only if all of the following conditions are met:
1. Each lot served possesses a perpetual, recorded easement, declaration, or other instrument granting the right to use the shared parking area;
 2. The right to use the shared parking area runs with the land, is appurtenant to each benefitted lot, and is not subject to expiration;
 3. The shared parking area is subject to change, revocation, or termination only with prior approval of the Zoning Administrator;
 4. Vehicular and pedestrian access to the shared parking area is ensured through recorded access easements benefiting each lot served;
 5. The shared parking area is maintained pursuant to a recorded agreement establishing maintenance obligations; and
 6. The shared parking area and all lots served by the shared parking area are adjoining lots and not separated by public rights-of-way.
- C. **Off-Site Parking.**

1. **I-G District.** For uses located in the Industrial – General District, a shared parking area is not required to be located on an adjoining lot. A shared parking area may be located on a lot separated from the use or uses served by a public street. Where the shared parking area is the only use on the lot, the lot must be located in a zoning district that permits vehicle parking as a principal use.
2. **Non-Residential Uses in Certain Areas.** Within the area bounded by Gay Street to the north, Mason Street to the east, Martin Luther King Jr. Way to the south, and High Street to the west, a shared parking area is not required to be located on an adjoining lot, if the shared parking area is located within a $\frac{1}{4}$ mile of the use served, measured in a straight line from the nearest lot line of the shared parking area to the nearest lot line of the lot containing the use served.

SECTION 10-3-72. Parking Lot Landscaping Requirements

A. Applicability.

1. **Generally.** This Section applies to all vehicle parking, whether or not this Ordinance requires the parking, except:
 - a. Parking lots in the MU-D District containing 6 or fewer vehicle parking spaces;
 - b. Parking spaces for single-family detached, single-family attached, duplex, and townhouse dwellings that are located in private garages, carports, or individual driveways; and
 - c. Parking garages.
2. **Existing Parking Lots.**
 - a. **Parking Lot Expansion.** Where a parking lot expansion occurs, this Section applies to the expanded portion of the parking lot.
 - b. **Existing Landscaped Border.** Trees must be planted in accordance with the tree planting standards of this Section within any landscaped area on a lot that:
 - i. Exists at the time of parking lot expansion;
 - ii. Is more than 5 feet wide; and
 - iii. Separates a parking lot from a public street.

B. **Shared Parking Areas.** For the purposes of this Section, a shared parking area is treated as if located on a single lot. Lot lines internal to the shared parking area are disregarded with respect to perimeter landscaping requirements.

C. **Minimum Landscaped Area.**

1. **Generally.** At least 15 percent of the total area of a parking lot must be landscaped in accordance with this Section.
2. **Qualifying Areas.** Only the following landscaped areas may be counted toward the landscaping requirements:
 - a. Landscaping located within the parking lot; and
 - b. Landscaping located within 30 feet of the parking lot perimeter.
3. **Excluded Areas.** The following areas may not be counted toward the landscaping requirements:
 - a. Any landscaped border along a public street that is required by this Section;
 - b. Landscaping located within 5 feet of a principal building or structure; and
 - c. Any buffer yard or screening area required by another provision of this Ordinance.

D. **Sight Distance.** All landscaping must be located and maintained to comply with the sight distance standards in the DCSM.

E. **Tree Planting Standards.** Where this Section requires trees to be planted based on linear footage, they must be provided in accordance with the following ratios:

1. One large deciduous tree for every 40 linear feet;
2. One small or ornamental deciduous tree for every 25 linear feet;
3. One evergreen tree for every 25 linear feet, provided that evergreens do not exceed 50 percent of the total number of trees planted; or
4. A combination of tree types, provided that the sum of the linear footage values assigned to the planted trees equals or exceeds the total required linear footage.

F. **Planting in Easements.** A tree or other deep-rooted plant required by this Section may not be planted within a public water or sewer easement. If no other area within the required planting location can accommodate the required planting, the Zoning Administrator may waive the planting requirement.

G. Perimeter Landscaping Requirements.

1. **Along Public Street.** A landscaped border at least 10 feet wide must be provided along any portion of a parking lot that is adjacent to a public street. Trees must be planted within this landscaped border in accordance with the tree planting standards of this Section.
2. **Side and Rear Borders.** A landscaped border at least 5 feet wide must be provided along any portion of a parking lot that is adjacent to a side or rear lot line, unless:
 - a. An adjacent building is located on the adjoining lot line; or
 - b. All vehicle parking spaces are separated from the lot line by a fence or wall at least 3 feet high.

H. Interior Parking Lot Landscaping.

1. **Landscaping Islands.**
 - a. A landscaping island must divide each row of parking spaces into bays of no more than 12 spaces each.
 - b. Every parking bay must have a landscaping island at each terminus, unless the terminus is adjacent to a perimeter landscaping border.
 - c. A landscaping island must be at least 140 square feet for a single-row parking bay, and at least 280 square feet for a double-row parking bay.
 - d. A landscaping island must contain:
 - i. At least 1 tree, provided that no more than 50 percent of trees in landscaping islands on the site may be evergreen trees; and
 - ii. At least 3 deciduous or evergreen shrubs.
 2. **Alternating Landscaping Medians.** Every other parking bay with drive aisles on both sides must have a landscaping median of at least 9 feet wide. The median must connect the landscaping islands for the entire length of the parking bay, and trees must be planted within the median in accordance with the tree planting standards of this Section. A parking lot with 2 or fewer parking bays is exempt from this requirement.
- I. **Maintenance.** All plant material used to satisfy the conditions of this Section must be maintained in a healthy growing condition, replaced when necessary, and kept free of refuse and debris.

- J. **Prohibited.** No area required by this Section to be landscaped may be used for outdoor storage, outdoor display and sales, or vehicle parking.

SECTION 10-3-73. Parking Garage Landscaping

- A. **Applicability.** This Section applies to all new and redeveloped parking garages, whether as an accessory or principal use, except:
1. Parking garages in the MU-D District; and
 2. Parking garages on the same lot as a single-family detached, single-family attached, duplex, or townhouse dwelling.
- B. **Landscaping Area Requirement.** A landscaped area calculated at 15 percent of the building footprint of the parking garage must be provided on the lot. This landscaped area must be within 30 feet of the perimeter of the parking garage, and may include any required landscaping along the public street.
- C. **Landscaped Border Along Public Street.** A landscaped border at least 10 feet wide must be provided adjacent to the public street along the entire street frontage of any lot containing a parking garage. Trees must be planted and maintained in the landscaped border as follows:
1. One large deciduous tree for every 40 linear feet of street frontage;
 2. One small or ornamental deciduous tree for every 25 linear feet of street frontage;
 3. One evergreen tree for every 25 linear feet of street frontage, provided that evergreens do not exceed 50 percent of the total number of trees planted; or
 4. A combination of tree types, provided that the sum of the linear footage values assigned to the planted trees equals or exceeds the total linear feet of street frontage.

1. Definitions from Article E – Parking and Landscaping

All-Weather Surface: An improved surface that is constructed of concrete, asphalt, uni-stone pavers, or other paving materials approved by the City Engineer.

Alley: An accessway less than 30 feet in width that provides secondary access to the side or rear of a property.

Bicycle Parking Space: An area designed for the parking of a bicycle, including any associated device used to secure the bicycle.

Building Footprint: The area of the ground covered by a building, measured to the outside surface of the exterior walls at ground area. This area does not include the area of any upper story that extends beyond the ground story, or the area of any deck, level, or story of a structure above the ground story.

Drive Aisle: A circulation route through a Parking Lot for vehicle traffic that provides access to Vehicle Parking Spaces and that may connect to a Driveway.

Driveway: A private vehicle access from a street or alley to the interior of a lot.

Drive-Thru: Any use that provides goods or services to occupants of a motor vehicle.

Gross Floor Area: The floor area within the inside perimeter of the exterior walls of a building, without deduction for corridors, stairways, ramps, closets, columns, or the thickness of interior walls. Where a building or portion of a building has no surrounding exterior walls, this area is the usable area under the horizontal projection of the roof or floor above. This area does not include vent shafts, shafts with no openings, or interior courts.

Improved Surface: A surface improved for parking vehicles. May include gravel, stone, and all-weather surfaces.

Landscaping: Living vegetation used to enhance or improve environmental conditions. Landscaping may include grasses, shrubbery, trees, and other vegetation.

Landscaping Island: A curbed or otherwise delineated landscaped area within a parking lot that divides or terminates a parking bay.

Landscaping Median: A curbed or otherwise delineated landscaped area within a parking lot that extends the length of a parking bay, between the rows of vehicle parking spaces within that bay.

Loading Space: An off-street area, space, or dock used for the loading or unloading of cargo, products, or materials.

Lot: A single recorded parcel, tract, or other area of land established by plat or other means as permitted by law and intended to be used, developed, or built upon.

Outdoor Activity Area: An area of a lot outside of a building, whether or not covered, in which a principal or accessory use is conducted. This area includes outdoor dining, outdoor display and sales, outdoor recreation, and animal exercise areas. This area does not include outdoor storage, vehicle parking, drive aisles, loading areas, waste receptacle enclosures, landscaping, stormwater management facilities, pedestrian walkways, or undeveloped land.

Outdoor Display and Sales: An unenclosed area where the primary purpose is for the retail display of merchandise.

Outdoor Storage: An unenclosed area used for the holding or storage of goods, junk, materials, equipment, vehicles, or merchandise that are not actively displayed for sale and that remain on the lot for more than 24 hours. This area does not include an area used for outdoor display and sales.

Parking Lot: An open area, not within a public street right-of-way, that is designed, constructed, or used for the temporary or long-term parking or storage of motor vehicles. A Parking Lot includes all vehicle parking spaces, drive aisles, drive-through facilities, loading spaces, maneuvering areas, and any associated paved or improved surfaces but excludes public streets, alleys, and areas used for outdoor storage, display, and sales.

Parking Lot Alteration: A change to the location or dimensions of a vehicle parking space or drive aisle within an existing parking lot, without an increase in the area of the parking lot. A parking lot alteration includes a change that results in additional parking spaces. A parking lot alteration does not include resurfacing, sealing, restriping, or other routine maintenance that leaves the location and dimensions of each vehicle parking space and drive aisle unchanged.

Parking Lot Expansion: An increase in the area of an existing parking lot. A parking lot expansion includes an increase in area that results from paving, striping, or otherwise improving previously unimproved ground for vehicle parking or drive aisles.

Public Street: A dedicated public thoroughfare which affords the principal means of access to abutting properties, including road, highway, drive, lane, avenue, place, boulevard, or other thoroughfare. This definition does not include an alley or other public right-of-way less than 30 feet in width.

Pump: A single fueling position, consisting of one hose and nozzle assembly from which fuel is dispensed into one vehicle at a time.

Street: A public or private thoroughfare, other than an alley or driveway, that provides vehicular access to abutting properties.

Vehicle Parking Space: An off-street area designated for the parking of a single motor vehicle.