



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13098

CASE INFORMATION: TC-11-21 PARKING MINIMUMS, MAXIMUMS, AND MITIGATIONS

COMPREHENSIVE PLAN GUIDANCE

Applicable Policy Statements	<p>Policy E.P. 1.1 Greenhouse Gas Reduction</p> <p>Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors' Climate Protection Agreement.</p> <p>Policy T 6.1 Surface Parking Alternatives</p> <p>Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs.</p> <p>Policy T 6.4 Shared Parking</p> <p>Strongly encourage shared-use car parking for land uses where peak parking demand occurs at different times of the day, reducing the total number of spaces required.</p> <p>Policy T 6.5 Minimum Parking Standards</p> <p>Reduce the minimum parking standards over time and as appropriate to promote walkable neighborhoods and to increase use of transit and bicycles.</p> <p>Policy T 6.9 Green Parking Facilities</p> <p>Reduce stormwater runoff generated by parking facilities by promoting an increase in the use of tree planting and landscaping, green roofs for parking decks, and permeable materials for parking lots, driveways, and walkways.</p>
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	<p>Policy H 1.8 Zoning for Housing</p> <p>Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.</p> <p>Policy LU 2.2 Compact Development</p> <p>New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.</p>
Action Items	N/A

SUMMARY OF TEXT CHANGE

Amends the Raleigh Unified Development Ordinance to remove parking requirements in zoning categories and locations where mandatory parking is still required; establish maximum amounts of parking that may be provided for some uses; expand mitigation requirements for projects that choose to exceed the maximum; require long-term (secure and covered) bicycle spaces in multi-unit living developments.

SUMMARY OF IMPACTS

Adoption of TC-11-21 would:

1. Because it removes subsidies and incentives for car ownership (because rent typically does not vary depending on whether a car is stored on a property or not, so there is no extra cost for car ownership) it would tend to reduce vehicle miles traveled and associated air pollution and carbon emissions.
2. Mitigate the climate change, stormwater, and other impacts created by large areas of paved parking.
3. Tend to reduce the cost of housing and goods and services by requiring less land to be used for vehicle storage. It would prevent households without cars from paying for parking they do not use.
4. Potentially lead to increased demand for on-street parking in some locations. If issues arise, excessive demand can be addressed through the

creation of new residential parking permit areas, adjusting on-street parking pricing, and providing additional public parking.

PUBLIC MEETINGS

Committee	Planning Commission
Nov. 1, Nov. 16, Dec. 6, Jan. 18	Dec. 14 (request for time extension); Feb. 8.

PLANNING COMMISSION RECOMMENDATION

If Consistent with Comprehensive Plan Policies

The proposed text amendment is **Consistent** with the relevant policies in the Comprehensive Plan and **Approval** of the proposed text amendment is reasonable and in the public interest.

The proposed text amendment is **Consistent** with the relevant policies in the Comprehensive Plan, but **Denial** of the proposed text amendment is reasonable and in the public interest.

If Inconsistent with Comprehensive Plan Policies

The proposed text amendment is **Inconsistent** with the relevant policies in the Comprehensive Plan but **Approval** of the proposed text amendment is reasonable and in the public interest.

The proposed text amendment is **Inconsistent** with the relevant policies in the Comprehensive Plan and **Denial** of the proposed text amendment is reasonable and in the public interest.

Reasonableness and Public Interest	<ol style="list-style-type: none"> 1. Because it removes subsidies and incentives for car ownership, it will reduce vehicle miles traveled and associated air pollution and carbon emissions. 2. It will mitigate the climate change, stormwater, and other impacts created by large areas of paved parking. 3. It will reduce the cost of housing and goods and services by requiring less land to be used for vehicle storage. 4. It will prevent households without cars from paying for parking they do not use.
Recommendation	Approval
Motion and Vote	Motion: Miller

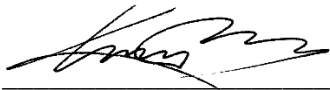
Second: Rains

Approval: Bennett, Dautel, Fox, Godinez, Lampman, Mann,
Miller, O'Haver and Rains

ATTACHMENTS

1. Staff Report
2. Draft Ordinance

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.



2/8/2022

Ken A. Bowers, AICP
Planning and Development Deputy Director

Date:

Staff Coordinator: Jason Hardin, Jason.Hardin@RaleighNC.gov



ZONING STAFF REPORT – TC-11-21 PARKING MINIMUMS, MAXIMUMS, AND MITIGATIONS

TC-11-21 PARKING MINIMUMS, MAXIMUMS, AND MITIGATIONS

Section Reference	5.1.1, 5.2.2., 5.5.1, 6.1.2, 6.1.4, 6.4.7, 6.4.10, 6.6.1, 6.7.3, 6.8.2, 7.1.1, 7.1.2, 7.1.3, 7.1.4, 7.1.5, 7.1.6, 7.1.9, 8.9, 10.2.8, 10.2.9, 10.2.13, 12.
Basic Information	<p>It would remove parking requirements in zoning categories and locations where mandatory parking is still required; establish maximum amounts of parking that may be provided for some uses; and expand mitigation requirements for projects that choose to exceed the maximum.</p> <p>A separate pending text change will address the design of parking structures to require additional screening and active use requirements.</p>
<i>Planning Commission Recommendation Deadline</i>	2/14/22

COMPREHENSIVE PLAN GUIDANCE

Applicable Policy Statements	<p>Policy E.P. 1.1 Greenhouse Gas Reduction</p> <p>Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors’ Climate Protection Agreement.</p> <p>Policy T 6.1 Surface Parking Alternatives</p> <p>Reduce the amount of land devoted to parking through measures such as development of parking structures and underground</p>
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	<p>parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs.</p> <p>Policy T 6.4 Shared Parking</p> <p>Strongly encourage shared-use car parking for land uses where peak parking demand occurs at different times of the day, reducing the total number of spaces required.</p> <p>Policy T 6.5 Minimum Parking Standards</p> <p>Reduce the minimum parking standards over time and as appropriate to promote walkable neighborhoods and to increase use of transit and bicycles.</p> <p>Policy T 6.9 Green Parking Facilities</p> <p>Reduce stormwater runoff generated by parking facilities by promoting an increase in the use of tree planting and landscaping, green roofs for parking decks, and permeable materials for parking lots, driveways, and walkways.</p> <p>Policy H 1.8 Zoning for Housing</p> <p>Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.</p> <p>Policy LU 2.2 Compact Development</p> <p>New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.</p>
Action Items	N/A

CONTACT INFORMATION

OVERVIEW AND PURPOSE

Parking Requirements

Minimum parking requirements – the mandate that every home, business, institution and other place provide substantial space for vehicles – exist in a world where driving is assumed to be the only real option for getting from place to place, and government policy is aimed at supporting this goal. This is the world many desired several decades ago, when cities were remade for automobile travel. In recent years, however, the costs of those decisions have become clear. Overreliance on driving contributes to climate change, degrades air quality, and creates poor health outcomes. Minimum parking requirements do the same by acting as an incentive to drive. They also create significant inequities. Because they impose a cost of driving on people who rely on transit or nonmotorized means of transport– the tenant or customer pays for the cost of parking even if they walk or take the bus – they act as a regressive tax on lower-income residents.

Parking reform is a key climate change tool for cities. Because minimums encourage driving, limit available land area for housing and employment, push land uses far apart, and create less walkable places, they increase per capita carbon emissions. Along with allowing more energy-efficient housing types such as apartments and townhouses in all zoning districts, reforming parking requirements is a primary means that cities can address climate change – and probably a necessary step for doing so. Many cities across the country and in North Carolina have reformed parking regulation in recent years by reducing or removing minimum off-street parking requirements. In many cases, those requirements were set decades ago when potential unintended consequences were not clear. A reconsideration of parking regulation provides the opportunity to address a set of issues including:

- Housing affordability
- Housing supply in high-opportunity areas (near jobs and amenities)
- Increased use of transit and non-vehicular means of transportation
- Reductions in carbon emissions and other air pollutants
- Equity between transit users/carless households and car owners
- The cost of goods and services
- The creation of comfortably walkable areas

In recent years, Raleigh has addressed this issue with amendments to the UDO. In 2020, the city removed all minimum requirements for buildings in the Downtown (DX) zoning district and for residential buildings in the Transit Overlay District. Those changes also reduced the amount of parking required for residential projects citywide. A recently approved text change, TC-17A-20, removed parking requirements for all buildings in the Transit Overlay District and for any buildings within a quarter mile of frequent transit routes.

Specific Changes

The draft text change contains two primary sets of provisions. One is substantive, the other, which makes up the bulk of the lengthy draft ordinance, involves simply making language changes to remove references to parking requirements and distinguishing between bicycle parking and vehicle parking.

The substantive portion of the change would:

- Remove vehicle parking requirements in zoning categories and locations where mandatory parking is still required;
- Establish maximum amounts of vehicle parking that may be provided for some uses;
- Expand mitigation requirements for projects that choose to exceed the vehicle parking maximum;
- Require long-term (secured and covered) bicycle parking for multi-unit living developments.

The new mitigation requirements are based on existing requirements, but add new provisions. They specify that projects that exceed the maximum must:

- For projects with DX or TOD zoning or with an urban frontage:
 - Include any vehicle spaces beyond the maximum within a parking structure.
 - Make 20 percent of vehicle spaces beyond the maximum available to the general public or shared with another property.
 - Provide additional EV charging spaces beyond that required by any future ordinance
- For all other projects:
 - Provide any vehicle spaces beyond the maximum within a parking structure.
 - Provide all vehicle spaces no closer to the primary street than the front façade of the principal building.
 - Include additional landscaping on surface parking
 - Include additional stormwater measures
 - Provide additional EV charging spaces beyond that required by any future ordinance

Parking Requirements in the Current UDO

Current code has both minimum and maximum requirements, as well as requirements for additional mitigation when parking is provided beyond a certain threshold.

Minimum requirements:

- Downtown (DX district). No parking required.
- Transit Overlay District. No parking required.
- Within a quarter mile of current or future frequent transit. No parking required.
- Where Urban Frontage is applied, most ground floor uses and the first 16 units of any development are exempt from parking, commercial parking requirements are a

flat two spaces per 1,000 square feet, and residential uses require a minimum of one space.

- Elsewhere, minimum requirements vary by use.
 - For one and two unit homes, two spaces are required per unit.
 - For other residential buildings, one space is required for each one bedroom unit, with an additional 0.5 spaces for each additional bedroom.
 - For commercial buildings, requirements are based on square footage. Examples include one space per 400 square feet for office, one per 300 for retail, and one for 150 for restaurant.

Maximum allowed:

- In the DX district and where Urban Frontage is applied, no more than two spaces per residential unit may be provided.
- In all other districts, if more than 150 percent of the minimum is provided in the form of surface parking, then one of multiple potential mitigations is required. Those include:
 - Retaining additional stormwater
 - Installing solar panels
 - Additional parking lot landscaping
 - Additional tree conservation

ALTERNATIVES CONSIDERED

The primary alternative considered was to eliminate minimum requirements, but make no change to existing maximum requirements, which apply only to surface parking. While the benefits of removing minimum requirements are well-established and demonstrated in a growing number of cities, the maximum considerations are more complicated.

For some projects, financing may depend on the provision of a certain amount of parking, or builders may be concerned that not providing enough may create too much risk. A low maximum could run the risk of inadvertently blocking projects that would provide housing and employment opportunities. In this case, the draft text change seeks to discourage or mitigate projects that provide very large amounts of parking, while avoiding a steady stream of exemption requests. For that reason, the maximums are set conservatively, and may need to be adjusted in the future if unanticipated impacts arise.

IMPACTS

ADOPTION OF TC-11-21

Parking Requirements

The text change would have multiple impacts. It would:

5. Because it removes subsidies and incentives for car ownership (because rent typically does not vary depending on whether a car is stored on a property or not, so there is no extra cost for car ownership) it would tend to reduce vehicle miles traveled and associated air pollution and carbon emissions.
6. Mitigate the climate change, stormwater, and other impacts created by large areas of paved parking.
7. Tend to reduce the cost of housing and goods and services by requiring less land to be used for vehicle storage. It would prevent households without cars from paying for parking they do not use.
8. Potentially lead to increased demand for on-street parking in some locations. If issues arise, excessive demand can be addressed through the creation of new residential parking permit areas, adjusting on-street parking pricing, and providing additional public parking.

Raleigh's solution to the related problems of parking spillover and excessive surface parking downtown and in other key locations has involved two prongs. First, the city reduced parking requirements in these areas. Second, the city created a residential parking permit program. The program simply involves restricting the amount of time a vehicle can be parked within a permit area, but allowing residents to purchase a permit that allows them to store vehicles on the street as long as they wish. The permit program costs \$20 per resident and involves a standardized process for creating a permit district, including a requirement of approval from a majority of households.

The city currently has 11 parking permit areas. All are near downtown or other areas that attract people from a broader area, such as universities, large high schools, or commercial centers.

The permit program provides the opportunity to address issues created by a reduction in parking requirements, should they occur. It reflects the fact that on-street parking is a public resource and allows affected residents the choice of paying a modest sum to store vehicles on public property or to explore other options. Lastly, if demand for on-street parking creates conflicts for other vehicles, such as transit, utility, or fire vehicles, issues can be addressed with a combination of no-parking zones and enforcement.

NO CHANGE

Parking Requirements

No change would have the opposite of the effects mentioned above. Housing prices would tend to be higher, more driving and higher carbon emissions would occur, and demand for on-street parking in some locations would not increase, at least as a result of the text change.

ORDINANCE NO. (2022)
TC-11-21 Parking Minimums, Maximums, and Mitigations

AN ORDINANCE TO REVISE THE REGULATIONS FOR REQUIRED VEHICULAR PARKING

WHEREAS, the Unified Development Ordinance specifies minimum vehicle parking requirements for certain uses; and

WHEREAS, minimum vehicle parking requirements act as a subsidy for driving, which leads to more miles driven, increased carbon emissions, and worsened community health; and

WHEREAS, minimum vehicle parking requirements increase the cost of housing and the cost of goods and services,

WHEREAS, minimum vehicle parking requirements create an inequitable burden to residents who cannot afford or choose to do without cars,

WHEREAS, minimum vehicle parking requirements can lead to the creation of unnecessary parking spaces, adding impervious surfaces and creating other unintended consequences;

WHEREAS, large amounts of vehicle parking undermine walkability, degrade the urban landscape, create “heat island” effects, contribute to climate change, and

WHEREAS, concerns about “spillover” parking can be addressed by residential parking permit districts and other targeted strategies;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

Section 1. Section 5.1.1.E Transit Overlays is hereby amended by removing the language shown in strikethrough:

5.1.1.E.1.b The -TOD modifies the underlying district, height, frontage, and use standards to promote a vibrant pedestrian core by prohibiting certain incompatible uses, ~~reducing required parking and limiting surface parking~~ and requiring that buildings have a minimum of 2 stories.

Section 2. Section 5.2.2. Metro-Park Overlay District is hereby amended by adding the language shown in the underlined and removing the language shown in strikethrough:

5.2.2.G.3.d. Except where pre-existing structures, septic systems, wells, stormwater facilities, and vehicular surface drives and ~~parking surfaces needed for UDO required off street parking~~ vehicular spaces that do not exceed the maximum allowed in table 7.1.2.C prevent the planting of trees, tree conservation areas are established in accordance with Sections 5.2.2.C.1.a. and 5.2.2.C.2.

Section 3. Section 5.5.1 Transit Overlay District is hereby amended by adding the language shown in the underlined and removing the language shown in strikethrough:

5.5.1.D Bicycle parking requirements for a -TOD are set forth in ~~Sec. 7.1.3.B~~ Article 7.1 Parking

Section 4. Section 6.1.2 Use Determination is hereby amended by removing the language shown in strikethrough:

6.1.2.A.8. Types of vehicles used and their parking demands ~~requirements~~

Section 5. Section 6.1.4. Allowed Principal Use Table is hereby amended by adding the language shown in the underlined and removing the language shown in strikethrough:

	R-1	R-2	R-4	R-6	R-10	RX-	OP-	OX-	NX-	CX-	DX-	IX-	CM-	AP-	IH-	MH-	Definition/ Use Standards
PARKING, AS LISTED BELOW																	Sec. 6.4.7.A
Commercial Parking Facility	-	-	-	-	-	-	-	P	P	P	P	P	-	-	P	-	Sec 6.4.7.B
Remote Parking Facility	S	S	S	S	S	L	L	<u>LP</u>	<u>SP</u>	<u>LP</u>	<u>LP</u>	<u>LP</u>	-	-	L	-	Sec. 6.4.7.C

Section 6. Section 6.4.7. Parking is hereby deleted in its entirety and replaced by a new section as follows:

A. Parking Use Category

1. Defined

Facilities that provide parking as a principal use, whether as remote parking for a principal use on a separate lot or as a principal use on the site. A fee may or may not be charged.

2. Use Standards

a. The parking facility must be located completely within a zoning district that permits the principal use that the parking is serving.

b. Type A1 or A2 transitional protective yard (see Sec. 7.2.4.A.) must be established along any side of the property abutting a residential use.

c. In an R-1, R-2, R-4, R-6, R-10 or R-X district, a fee may not be charged.

Section 7. Section 6.4.10.D Food Truck is hereby amended by removing the language shown in strikethrough and renumbering accordingly:

~~6.4.10.D.2.d. Food trucks and associated seating, if any, must not occupy parking spaces required to fulfill the minimum requirements of the principal use, unless the principal use's hours of operation do not coincide with those of the food truck business.~~

~~6.4.10.D.2.e. Food trucks and associated seating, if any, must not occupy parking spaces that may be leased to other businesses and uses to fulfill their minimum parking requirements.~~

Section 8. Section 6.6.1 Agriculture is hereby amended by removing the language shown in strikethrough and renumbering accordingly:

~~6.6.1.B.2.b.iii. No off street parking shall be required for areas devoted to on site sales totaling 600 square feet or less. One off street parking space shall be provided for 601 square feet to 900 square feet of area devoted to on site sales activities. Two off street parking spaces shall be provided for 901 square feet to 1,200 square feet of area devoted to on site sales activities. Areas devoted to off street parking shall be oriented to provide for safe pedestrian and vehicular circulation and arranged so that vehicular ingress and egress to the parking areas is by forward motion of the vehicle. On site sales shall be exempt from the parking surfaces requirements and the required landscaping regulations.~~

Section 9. Sec. 6.7.3. Additional Standards for Specific Accessory Uses is hereby amended by removing the language shown in strikethrough:

~~6.7.3.E.14. One additional on-site parking space is required per live-work unit.~~

~~6.7.3.G.7. Bicycle parking for the recreational uses shall be provided in accordance with Section 7.1 Parking Sec. 7.1.2.C Parking Requirements by Use. However, the number of required parking spaces may be reduced by the ratio of the total parking required for the residential uses that are located within 400 feet of the recreation use to the total required parking for all residential uses in the development.~~

Section 10. Section 6.8.2 Temporary Use Permit Required is hereby amended by removing the language shown in strikethrough:

~~6.8.2.D.2.d. One off street parking space shall be provided for every 200 square feet of area devoted to the produce stand activities, but no less than 3 parking spaces. Areas devoted to off-street vehicular parking shall be oriented to provide for safe pedestrian and vehicular circulation and arranged so that vehicular ingress and egress to the parking areas is by forward motion of the vehicle. Produce stands shall be exempt from the parking surfaces requirements and the required landscaping regulations.~~

~~6.8.2.F.2.e. The temporary mobile retail vehicle must be located within a parking area. The vehicle must not occupy parking spaces required to fulfill the minimum requirements of the principal use, unless the principal use's hours of operation do not coincide with those of the mobile retail vehicle.~~

~~6.8.2.F.2.f. Mobile retail vehicles must not occupy parking spaces that may be leased to other businesses and uses to fulfill their minimum parking requirements.~~

Section 11. Sec. 7.1.1. Applicability is hereby amended by adding the language shown underlined and removing the language shown in strikethrough:

7.1.1.A. General

1. No permit for the construction, reconstruction, extension, repair or alteration of any building, structure or use of land and no building or land or any part of any building or land, may be occupied or used until bicycle and vehicle parking has been provided in accordance with the requirements of this UDO.

2. As applied in this section and elsewhere, the term "parking" may mean both bicycle parking or vehicle parking. Where bicycle parking is the specific subject of a code section, the term "Bicycle Parking" will be used. If the term "parking" would create a lack of clarity, the term "Vehicle Parking" will be used.

7.1.1.B Definitions

1. Vehicle parking. This refers to cars, trucks, and similar vehicles. No parking is required for vehicles, but this code regulates the design and other aspects of any vehicular parking spaces that are provided.
2. Bicycle parking. This refers to bicycles and scooters, whether motorized or not.

7.1.1.B.C. Additions

1. A building or site may be renovated or repaired without providing additional parking, provided there is no increase in gross floor area or improved site area.

2. When a building, use or site is increased in gross floor area or improved site area by up to 25% cumulatively, any new bicycle parking that is required for the additional floor or site area or additional vehicular parking that is provided in the absence of any requirement shall comply with all of the related parking standards of this UDO.

3. When the gross floor area or improved site area is increased by more than 25% cumulatively, both the existing use and the additional floor or site area must conform to the bicycle parking requirements of Sec. 7.1.2.C.

4. When the gross floor area or improved site area is increased by more than 25% cumulatively, both the existing bicycle and vehicle parking and the new bicycle parking required for the additional floor or site area or vehicle parking that is provided in the absence of any requirement must conform to all related parking standards of this UDO.

5. Any additions to a vehicle parking area must meet all requirements of this UDO.

6. No provisions of this section shall mean that existing vehicle parking must be removed to meet maximum parking requirements.

7.1.1.~~C~~.D. Change in Use

1. A change in use based on the parking table of Sec. 7.1.2.C. must comply with the parking requirements ~~unless the use has the same or a lesser parking demand than the previous use.~~

~~2. Where the required number of parking spaces for a new use according to Sec. 7.1.2.C. is less than 125% of the parking spaces required for the existing use, no additional parking spaces shall be required. Where existing parking spaces exceed the maximum, no existing spaces must be removed and no other mitigation will be required to comply with maximum parking requirements.~~

~~3. Where required parking spaces for the new use exceed 125% of the required parking spaces for the existing use, additional parking shall only be required for the difference between the current parking spaces required and the parking spaces required for the new use.~~

7.1.1.~~D~~.E. Raleigh Street Design Manual

Section 12. Sec. 7.1.2. Required Parking is hereby amended by adding the language shown in the underlined and removing the language shown in strikethrough:

7.1.2.A. Calculation of ~~Required~~ Parking Requirements

1. Parking shall be provided in accordance with Sec. 7.1.2.C. Where a use is not specifically listed or only a broad use category is shown, the Zoning Administrator is responsible for categorizing the use in accordance with Sec. 6.1.2.

2. When a lot is used for a combination of uses, the parking minimum or maximum requirements are the sum of the requirements for each use and no parking space for one use can be included in the calculation of parking requirements for any other use, except as allowed as in Sec. 7.1.5.A. For sites that contain more than one use and where at least one use has no maximum, the Shopping Center category will serve as the maximum for that use or uses.

3. In determining the ~~required~~ minimum or maximum number of parking spaces, fractional spaces are rounded to the nearest whole number, with one-half or more counted as an additional space.

7.1.2.B. ~~Parking Alternate Means of Compliance~~

~~The parking ratios of this UDO apply unless an alternate parking ratio is approved by the Transportation Director in accordance with Sec. 10.2.17. and the requirements below.~~

~~1. Alternate parking ratios may be approved where an applicant submits a parking study, prepared and sealed by a registered professional engineer in the State of North Carolina. Such a~~

~~study must illustrate that the required parking ratios of Sec. 7.1.2.C. do not accurately apply to a specific development proposal.~~

~~2. The data submitted must include, at minimum, the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses.~~

~~3. The data must be obtained either from relevant studies published in refereed journals or other secondary source of comparable authority; or from primary studies of no fewer than 3 comparable developments within the regional market. The regional market shall be the Consolidated Metropolitan Statistical Area.~~

~~4. The alternate shall not be subject to review by the Appearance Commission.~~

Section 13. Section 7.1.2.C Parking Requirements by Use of the Part 10 Raleigh Unified Development Ordinance, is hereby amended in the rows shown below by adding the following language shown in the underlined and removing the language shown in strikethrough:

Use Category	Vehicle Parking (min <u>max</u>)	Short-term Bicycle Parking (min)	Long-term Bicycle Parking (min)	<u>Site Plan Group</u>
Residential				<u>A</u>
Household Living, as listed below				
Single-unit living (all parking on lot)	2 spaces per unit <u>No maximum</u>	None	None	<u>A</u>
Two-unit living (all parking on lot)	2 spaces per unit <u>No maximum</u>	None	None	<u>A</u>
<u>Multi-unit living: Townhouse building type</u>	<u>No maximum</u>	<u>None</u>	<u>None</u>	<u>A</u>
Multi-unit living: 0 - 1 bedroom Multi-unit living: 2 bedrooms Multi-unit living: 3 bedrooms Multi-unit living: 4 bedrooms Multi-unit living: 5+ bedrooms	1 space <u>1.5 spaces</u> per unit 1.5 <u>2.25</u> spaces per unit 2 <u>3</u> spaces per unit 2.5 <u>4</u> spaces per unit 3 <u>5</u> spaces per unit	1 space per 20 units, minimum 4	None <u>1 space per 7 bedrooms (developments with 10 or more bedrooms)</u>	<u>A</u>

Manufactured home development	2 spaces per unit <u>No maximum</u>	None	None	<u>A</u>
Multi-unit supportive housing residence	1 space per 4 beds + 1 space, minimum 4 spaces <u>No maximum</u>	None	None	<u>A</u>
Supportive housing residence	1 space per 4 beds + 1 space, minimum 4 spaces <u>No maximum</u>	None	None <u>Minimum 2</u>	<u>A</u>
Accessory dwelling unit	1 space per unit <u>No maximum</u>	None	None	<u>A</u>
Group Living, except as listed below	1 space per two beds <u>bed</u>	None	None	<u>A</u>
Boardinghouse	2 <u>1.5</u> spaces per bedroom	None	None	<u>A</u>
Congregate care, nursing home	1 space per 3 units + 1 per 400 SF administrative, employee, staff work area <u>No maximum</u>	None	None	<u>B</u>
Dormitory, fraternity, sorority	2 spaces <u>1.5 spaces</u> per bedroom	1 space per 20 bedrooms, minimum 6	1 space per 5 bedrooms (developments with 10 or more bedrooms)	<u>A</u>
Continuing care retirement community	1 space per 3 units + 1 per 400 administrative, employee, staff work area <u>additional plus any spaces required for nonresidential and residential other uses at the ratio required by this table</u> No maximum	<u>Required for nonresidential and residential uses at the ratio required by this table</u> <u>1 space per 20 units other than rest home units,</u> <u>minimum 4; 1 space per 10,000 SF of all space not part of residential units</u>	<u>Required for nonresidential and residential uses at the ratio required by this table</u> <u>1 space per 7 bedrooms other than rest home units</u> <u>(developments with 10 or more bedrooms)</u>	<u>B</u>
Social Service, except as listed below:	1 space per 400 SF of gross floor area <u>No maximum</u>	None	None	<u>B</u>
Emergency shelter type A, type B	1 space per 8 persons of approved capacity <u>No maximum</u>	None	None	<u>B</u>

Special care facility	1 space per 2 employees <u>No maximum</u>	None	None	<u>B</u>
Public & Institutional				
Civic, except as listed below:	1 space per 400 SF of gross floor area <u>No maximum</u>	1 space per 5,000 SF of gross floor area, minimum 4	None	<u>B</u>
Cemetery	3 spaces per acre of land utilized as grave space (may be located on internal street adjacent to grave sites) <u>No maximum</u>	None	None	<u>A</u>
College, community college, university with >10,000 students or >50% of all students housed on campus	1 space per 600 SF of academic space plus 1 space per 5 seats in principal assembly room <u>No maximum</u>	1 space per 10,000 SF of academic space	1 space per 20,000 SF of academic space	<u>B</u>
College, community college, university with <10,000 students and <50% of all students housed on campus	1 space per 900 SF of academic space	1 space per 10,000 SF of academic space	1 space per 20,000 SF of academic space	
Place of worship	1 space per 4 seats in principal assembly room <u>No maximum</u>	None	None	<u>B</u>
School, public or private (K-8)	1 space per 5 seats in the largest assembly room <u>No maximum</u>	1 space per 2 classrooms	3 spaces per classroom	<u>B</u>

School, public or private (9-12)	1 space per 600 SF of academic space <u>No maximum</u>	1 space per classroom	2 spaces <u>3 spaces</u> per classroom	<u>B</u>
Parks, Open Space and Greenways	None—additional spaces required for structures at the ratio required by this table <u>No maximum</u>	0.2 spaces per acre of open space (excluding greenways), minimum 4 - additional spaces required for recreational uses at the ratio required by this table <u>One space per 5,000 SF of gross indoor floor area and</u>	None	<u>A</u>

		<u>one space per field and court.</u>		
Utilities, <u>Minor and Major</u>	1 space per 400 SF of gross floor area (office) <u>No maximum</u>	None	None	<u>A Minor, B Major</u>
Major Utilities	1 space per 400 SF of gross floor area (office) <u>No maximum</u>	None	None	
COMMERCIAL				
Day care, except as listed below:	1 space per 2 employees <u>No maximum</u>	None	1 space per 10,000 SF of gross floor area, minimum 4	<u>B</u>
Day care, home	None <u>No maximum</u>	None	None	<u>A</u>
Indoor Recreation, except as listed below:	1 space per 200 SF <u>300 SF</u> of gross floor area	1 space per 5,000 SF of gross floor area, minimum 4	None	<u>C</u>
Bowling alley	5 spaces per lane	1 space per 5 lanes	None	<u>C</u>
Convention center, arena	1 space per 5 seats <u>No maximum</u>	None <u>1 space per 10,000 SF of gross floor area.</u>	For convention center, 1 space per 50,000 SF of gross floor area, minimum of 4. None for arena.	<u>C</u>
Movie theater or other indoor theater	1 space per 5 seats <u>2 seats</u>	1 space per 500 seats, minimum 4	None	<u>C</u>
Medical, except as listed below:	1 space per 400 SF of gross floor area <u>No maximum</u>	Minimum 4 spaces	1 space per 5,000 SF of gross floor area	<u>B</u>
Hospital	1 space per 2 beds <u>No maximum</u>	1 space per 10,000 SF of gross floor area, minimum 4	1 space per 70,000 SF of gross floor area, minimum 4	<u>B</u>
Medical, dental office	1 space per 300 SF of gross floor area <u>No maximum</u>	1 space per 10,000 SF of gross floor area, minimum 4	1 space per 10,000 SF of gross floor area, minimum 4	<u>B</u>
Office, except as listed below:	1 space per 400 SF <u>200 SF</u> of gross floor area	1 space per 10,000 SF of gross floor area, minimum 4	1 space per 5,000 SF of gross floor area, minimum 4	<u>B</u>

Call Center	1 space per 150 SF <u>100 SF</u> of gross floor area	1 space per 10,000 SF of gross floor area	1 space per 2,500 SF of gross floor area	<u>B</u>
Outdoor Recreation, except as listed below:	1 space per 500 SF of gross floor area plus 1 space per 1,000 SF of outdoor use area <u>No maximum</u>	1 space per field, minimum 4, and 1 space per court, min 4	None	<u>B</u>
Golf course	4 spaces per hole plus 1 space per 500 SF of gross floor area <u>No maximum</u>	None	1 space per 6 holes, minimum 4	<u>C</u>
Golf driving range	1 space per tee <u>No maximum</u>	1 spaces per 5 tees, minimum 4 <u>None</u>	None	<u>C</u>
Outdoor sports or entertainment facility, outdoor theater	1 space per 5 seats <u>No maximum</u>	1 space per 500 seats, minimum 4	None	<u>C</u>

Overnight Lodging, except as listed below:	1 space <u>1.5 spaces</u> per room or bedroom	None	1 space per 20 rooms or bedrooms, minimum 4	<u>B, except Bed and Breakfast, A</u>
Hostel	1 space per 10 beds, minimum of 2 spaces <u>1 space per 2 beds</u>	1 space per 20 beds, minimum 4	1 space per 10 beds	<u>B</u>
Parking	<u>20 spaces in DX, no maximum elsewhere</u>	None	None	<u>A</u>
Passenger Terminal	1 space per 200 SF of waiting floor area plus 1 per 2 employees <u>No maximum</u>	1 space per 5,000 SF of gross floor area	1 space per 2,500 SF of gross floor area	<u>C</u>
Personal service	1 space per 400 SF <u>250 sf</u> of gross floor area	1 space per 5,000 SF of gross floor area, minimum 4	None	<u>C</u>
Restaurant/Bar	1 space per 150 SF <u>100 SF</u> of gross floor area or 1 space per 5 seats, whichever is greater	1 space per 50,000 SF of gross floor area, minimum 4	1 space per 25,000 SF of gross floor area, minimum 4	<u>C</u>

Retail Sales, except as listed below:	1 space per 300 SF <u>200 SF</u> of gross floor area plus 1 space 1.5 spaces for every 600 square feet of outdoor display area	1 space per 5,000 SF of gross floor area, minimum 4	None	<u>C</u>
Food truck	<u>No maximum</u>	None	None	<u>A</u>
Shopping Center	1 space per 350 SF <u>200 SF</u> of gross floor area	1 space per 5,000 SF of gross floor area, minimum 4	None	<u>C</u>
Vehicle Sales/Rental	1 space per 1,000 SF of gross floor area or 1 space for every 4,500 square feet of vehicle display area, whichever is greater <u>No maximum</u>	None	None	<u>C</u>
INDUSTRIAL				
Heavy Industrial	1 per 600 SF of office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
Light Industrial	1 per 600 SF of office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
Light Manufacturing	1 per 600 SF of office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
Research & Development	1 per 600 SF of office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>B</u>
Self-Service Storage	1 space per 100 storage units <u>No maximum</u>	None	None	<u>B</u>
Vehicle Service	1 space per 600 SF <u>of gross floor area</u> <u>No maximum</u>	None	1 space per 40,000 SF of gross floor	<u>C</u>

			area, minimum 4 <u>None</u>	
Warehouse & Distribution	1 per 600 SF office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
Waste-Related Service	1 per 600 SF of office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
Wholesale Trade	1 per 600 SF office space + 1 per 3,000 SF of additional indoor area <u>No maximum</u>	None	1 space per 40,000 SF of gross floor area, minimum 4 <u>None</u>	<u>C</u>
OPEN				
Agriculture	<u>No maximum</u>	None	None	<u>A</u>
Resource Extraction	1 per 2 employees, minimum 4 <u>No maximum</u>	None	None	<u>C</u>

Section 14. Section 7.1.2.D Maximum Surface Parking Provided is hereby deleted in its entirety.

Section 15. Section 7.1.3. Specialized Vehicle Parking Requirements, is hereby deleted in its entirety and replaced by a new section as follows:

7.1.3. Specialized Vehicle Parking Requirements

These requirements control over any other requirements in this UDO.

A. Downtown District (DX-)

1. No more than 2 on-site vehicle parking spaces per dwelling unit are allowed. For studio or one-bedroom units, no more than 1.5 spaces per unit are allowed.

B. TOD Overlay District (-TOD)

1. No more than 2 on-site vehicle parking spaces per dwelling unit are allowed. For studio or one-bedroom units, no more than 1.5 spaces per unit are allowed.

2. Surface vehicle parking associated with a nonresidential use may not exceed the number enumerated in Sec. 7.1.2.C.

Section 16. Section 7.1.4 Vehicle Parking Reductions is hereby deleted in its entirety and replaced by a new section as follows:

Section 7.1.4. Vehicle Parking Mitigation

A. Applicability.

This section applies to all projects that meet both of the following criteria:

1. Include more than 16 residential units and/or more than 10,000 square feet of nonresidential gross floor area.

2. Provide more than the number of vehicle parking spaces shown in Section 7.1.2.

B. Mitigation Requirements

Projects that meet the above criteria must mitigate the impact of the provided vehicle parking as follows:

Projects in DX or TOD districts or in zones with an Urban Frontage, projects that provide vehicle parking beyond the maximum shall incorporate all of the following:

1. Include any vehicle spaces beyond the maximum within a parking structure.
2. Make at least 20 percent of vehicle spaces beyond the maximum available to the general public or shared with another property or use.
3. Provide, for the vehicle spaces beyond the maximum, 50 percent more electric vehicle ready, capable, or similar EV-supporting spaces than would otherwise be required.

Projects in all other districts that provide vehicle parking beyond the maximum shall choose one of the following two options:

1.
 - a. Provide all parking spaces within a parking structure; and
 - b. Provide, for the vehicle spaces beyond the maximum, 50 percent more electric vehicle ready, capable, or similar EV-supporting spaces than would otherwise be required.
2.
 - a. Provide all vehicle spaces no closer to the primary street than the front façade of the principal building; and
 - b. Provide that interior landscaped islands as required in Sec. 7.1.7. have an average width of 20 feet, with no dimension less than 8 feet in size. Required trees must be installed every 50 feet on center, with minimum of 300 square feet of landscaped area per tree; and

- c. Detain, for vehicle spaces beyond the maximum, peak runoff for 2- and 10-year storms, based on developed conditions, such that the peak runoff rates do not exceed the peak rate based on a pre-development condition; and
- d. Retain, for vehicle spaces beyond the maximum, all rainfall volume for the 90th percentile rainfall event such that none of the first 1.4 inches of rainfall (i.e., 90th percentile rain event) becomes runoff; and
- e. Provide, for the vehicle spaces beyond the maximum, 50 percent more electric vehicle ready, capable, or similar EV-supporting spaces than would otherwise be required.

C. Parking Alternate Means of Compliance

The parking ratios of this UDO apply unless an alternate parking ratio is approved by the Transportation Director in accordance with the requirements below. An alternate will involve a showing of compatibility and a mitigation of impacts of higher levels of parking provision. This finding can be supplemented by the following information:

1. Alternate parking ratios may be approved where an applicant submits a parking study, prepared and sealed by a registered professional engineer in the State of North Carolina. Such a study must illustrate that the maximum vehicle parking ratios of Sec. 7.1.2.C. do not accurately apply to a specific development proposal.
2. The data submitted must include, at minimum, the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses.
3. The data must be obtained either from relevant studies published in refereed journals or other secondary source of comparable authority; or from primary studies of no fewer than 3 comparable developments within the regional market. The regional market shall be the Consolidated Metropolitan Statistical Area. The data must consist of accumulation counts in the typical peak hour for the dominant land use and have been collected in the prior 24 months.

Section 17. Section 7.1.5 Additional Vehicle Parking Provisions is hereby amended by removing the language shown in strikethrough:

A. Shared Parking

1. Shared vehicle parking means that a parking lot or structure has vehicle spaces that are available to the general public or that are available to another property.

~~1. An applicant may request shared parking to meet the minimum vehicle parking requirements for mixed use projects or for multiple uses that are located near one another and which have different peak parking demands or operating hours.~~

~~2. Applicants wishing to use shared parking as a means of reducing the total number of required spaces may submit a shared parking analysis using the Urban Land Institute (ULI) Shared~~

~~Parking Model (latest edition). The analysis must be prepared and sealed by a registered engineer in the State of North Carolina with transportation expertise.~~

~~3. The shared parking analysis must establish that the subject uses will use the shared parking spaces at different times of the day, week or month. A shared parking analysis shall at a minimum address:~~

- ~~a. The intensity and type of activities and the composition of uses;~~
- ~~b. Hours of operation of the uses;~~
- ~~c. The rate of turnover for proposed spaces;~~
- ~~d. Distances of shared parking spaces from the uses they serve; and~~
- ~~e. The anticipated peak parking and traffic loads for the site.~~

~~4. Reserved parking spaces for a specific tenant or dwelling unit may not be included in the shared parking calculation.~~

~~B. Remote Parking~~

~~1. Required parking spaces may be permitted on a separate site from the site on which the principal use is located if the remote parking complies with the following.~~

District/Frontage	Parking Lot must be within
DX	2,640 feet
Urban Frontage	1,320 feet
TOD	1,320 feet
RX, OP, OX, NX, CX, IX	660 feet
IH, CMP	660 feet
CP, AP, R-MP	Not allowed
R-1, R-2, R-4, R-6, R-10	By special use permit

~~Remote parking spaces are measured in walking distance from the nearest point of the remote parking area to the primary entrance of the use served.~~

~~3. Additional requirements for remote parking lots are provided under Sec. 6.4.7.C.~~

~~C. Valet Parking~~

~~Valet parking may be permitted as a means of satisfying the parking requirements where all of the following standards have been met:~~

- ~~1. An attendant is provided to park vehicles during all business hours of the use utilizing the valet parking.~~
- ~~2. An equivalent number of valet spaces are available to replace the number required on-site parking spaces.~~
- ~~3. Valet spaces do not require individual striping and may take into account the mass parking of vehicles.~~

D. Tandem Parking

1. Tandem vehicle parking is allowed for single-unit, two-unit and multi-unit living.
2. Two vehicle parking spaces in tandem must have a combined minimum dimension of 8.5 feet in width by 36 feet in length.
3. Both vehicle parking spaces in tandem must be assigned to the same dwelling unit.
- ~~4. Tandem parking may not be used to provide guest parking.~~

E. Reserved Parking

~~Parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded~~

~~1. Residential~~

- ~~a. One space per efficiency or 1-bedroom multi-living dwelling unit.~~
- ~~b. Two spaces per two-bedroom or greater multi-living dwelling unit.~~

~~2. Nonresidential~~

~~No more than 1/3 of the total provided spaces may be reserved.~~

Section 18. Section 7.1.6.A Vehicle Parking Location and Layout is hereby amended by removing the language shown in strikethrough:

A. Location

- ~~1. Required parking spaces must be located on the same lot they are intended to serve, except where specifically allowed under Sec. 7.1.5.B.~~

All on-site parking must be arranged so that no vehicle is forced onto any public street, not including an alley, to gain access from 1 parking aisle to another parking aisle.

Section 19. Section 7.1.9. Parking for Single- and Two-Unit Living is hereby amended by adding the language in underline and removing the language shown in strikethrough:

Parking Surface Standards ~~for Single- and Two-Unit Living~~

All off street parking and driveway areas ~~located in the front yard area that serve single- and two-unit living~~ must meet the following standards.

1. Parking and driveway areas must be constructed of permanent non-erodible surface treatment as follows:

a. porous or semi-porous monolithic or paver materials;

b. masonry or concrete pavers;

c. poured concrete or asphalt; or

d. crushed stone or crush and run installed with a minimum depth of 4 inches.

2. Crushed stone or crush and run must be delineated with anchored man made material or natural landscape edging materials that define and contain the stone or crush and run.

~~3. These regulations shall apply to manufactured homes.~~

3. These regulations do not apply to off-street parking and driveway areas that serve single and two-unit living and that are not located in the front yard.

Section 20. Section 8.9 Computation of Fees is hereby amended by removing the language shown in strikethrough:

8.9.3.E. Shell/Foundation Permits

1. In the case of a “shell or foundation” permit, the facility fee amounts shall be based ~~on the use or uses used to determine the amount of required off street parking or as shown on the building permit when no off street parking is required.~~

8.9.3.F. Size of Retail Establishments

In the case of retail uses which share common drives or parking areas ~~and which are eligible shared parking requirements~~, all such retail uses, including those located on separate outparcels, shall pay a thoroughfare facility fee based on the appropriate square footage range of all the retail uses located within the development even if this is a greater fee than for any single retail use or other combinations of retail uses.

Section 21. Section 10.2.8 Site Plan Review is hereby amended by adding the language in underline and removing the language shown in strikethrough:

10.2.8.B.1.a.iii.

~~A change of use where the required parking, as solely determined in Sec. 7.1.2.C, does not increase by more than 10 spaces or 10%, whichever is greater.~~

A change of use where the Site Plan Group, as shown in Section 7.1.2.C, remains in the same group or decreases from:

Group C to any other group

Group B to Group A

...

10.2.8.B.2.a ii.

~~A change in use of a gross floor area of more than 10,000 square feet and less than 25,000 square feet in an existing building, excluding changes in use where the required parking, as solely determined in Sec. 7.1.2.C, does not increase by more than 10 spaces or 10%, whichever is greater., excluding a change of use where the Site Plan Group, as shown in Section 7.1.2.C, remains in the same group or decreases from:~~

Group C to any other group

Group B to Group A

...

10.2.8.E.1.g

~~Any decrease or an increase in the number of bedrooms within dwelling units of a building used for multi-unit living where the resulting parking requirement does not increase by more than 15%~~

...

10.2.8.E.1.m.iv.

~~Does not trigger any use standard that would require any additional Transitional Protective Yards or increase the amount of parking spaces that will need to be provided by more than 10% or~~
where the Site Plan Group, as shown in Section 7.1.2.C, remains in the same group or decreases from:

Group C to any other group

Group B to Group A

Section 22. Section 10.2.9 Special Use Permit is hereby amended by removing the language shown in strikethrough:

~~10.2.9.G.4 Increase the requirements for off-street parking spaces~~

Section 23. Section 10.2.13 Temporary Use Permit is hereby amended by adding the language in underline and removing the language shown in strikethrough:

~~10.2.13.D.9 Required parking for other uses shall remain available;~~

Section 24. Chapter 12. Definitions is hereby amended by adding the language in underline:

Bicycle parking.

This refers parking spaces and area for bicycles and scooters, whether motorized or not.

Vehicle parking.

This refers to parking spaces and areas for cars, trucks, and similar vehicles. No parking is required for vehicles, but this code regulates the design and other aspects of any vehicular parking spaces that are provided.

Section 25. This text change has been reviewed by the Raleigh Planning Commission.

Section 26. This ordinance has been adopted following a duly advertised legislative hearing of the Raleigh City Council.

Section 27. This ordinance has been provided to the North Carolina Capital Planning Commission as required by law.

Section 28. This ordinance shall be enforced as provided in N.C.G.S. 160A-175 or as provided in the Raleigh City Code. All criminal sanctions shall be the maximum allowed by law notwithstanding the fifty-dollar limit in N.C.G.S. 14-4(a) or similar limitations.

Section 29. This ordinance is effective 60 days after adoption.

Adopted:

Effective:

Distribution: