PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: February 21, 2018

NAME OF APPLICANT: Midway City

AGENDA ITEM: Code Text Amendment

ZONING DESIGNATION: C-2 & C-3

ITEM: 8

Midway City is proposing a Code Text Amendment regarding parking location requirements in the C-2 and C-3 zones. The proposed amendment would allow direct parking stall access from the right-of-way without the currently required driveway when the property is adjacent to open space. The proposal will help preserve open space in the commercial zones by reducing the amount of hard surface required by the current code.

BACKGROUND:

This item is a request for a Code Text Amendment of a section of the code title "Off-Street Parking and Loading". This section of code requires all off-street parking is accessed by a driveway that is 24 feet in width. The proposed code text amendment would allow an exception to this requirement when landscaped open space is provided that complies with certain requirements. The purpose of the proposed ordinance is to preserve open space areas in commercial zones, along local streets, by allowing a parking configuration that will require less area than the current requirements. This proposed code could not be used on any collector, arterial or highways. It could only be used on City streets that are classified as local streets.

The following is the proposed amendment to Section 16.13.39.F.

F. Access to Parking Facilities

1. Access driveways shall be a minimum of 24 feet in width and provide for ingress to and egress from all parking and loading facilities. Each parking and loading space shall be easily accessible to the intended user.
2. Forward travel in an automobile to and from parking facilities from a dedicated street or alley shall be required for all uses *except for the following:*

a. parking which has been provided in connection with one and two-family dwelling

b. parking in commercial zones that meet the following criteria:

i. A significant landscaped or open area (a minimum of 45 feet in width and 0.15 acres, or lesser dimensions as approved by the city council) is preserved by incorporating the required off-street parking into the street right-of-way.

ii. No required parking is provided along the street frontage of a building.

iii. Required off-street parking in the street right-of-way is only allowed on local streets within the commercial zones. Required off-street parking in the street right-of-way of collector, arterial or highways is prohibited.

iv. A 6 4-foot asphalt buffer area is required between the edge of the local road and the end of the 18-foot parking stall.

v. The property owner is required to maintain the asphalt parking area and the buffer area.

vi. The Midway City Council may require a development agreement for commercial properties that use local street right-of-way for their required off-street parking. The development agreement will set forth other conditions and obligations that apply to the property.

vii. If the open area is developed then the parking that was allowed because of the open area must be removed and will not be "grandfathered". Required parking from the original development and for the development on the open area must meet all off-street parking requirements.

3. Access to all off-street parking facilities shall be designed in a manner that will not interfere with the movement of a vehicular and pedestrian traffic. Off-street parking areas shall be adequate to facilitate the turning of vehicles to permit forward travel upon entering a street.

ANALYSIS:

If the proposed change is approved then first, it will allow the parking to directly access local streets without the requirement of an access driveway if open space is provided. There will be a six-foot area between the street and any parking stalls that will provide for visibility as vehicles pull into the street. Second, landscaped open space will be preserved because of the proposed parking configuration. The same number of stalls that could be accessed as proposed will take up less space than a traditional off-street parking

lot. This will allow businesses to use the open space areas for business related activities, such as outside eating areas. Third, overall impervious surface will be reduced but the amount of paved area along the street will increase. This may create the feel that the street is wider but the balance to that impact will be the open space that is preserved. Also, this amendment will only be allowed on local streets. Main Street and south Center Street will not have this option. Local streets have much less traffic than Main Street and Center Street so the ability to back into the street will be easier.

There are some issues that should be considered with the amendment. First, the on-street parking along the frontage of the direct access parking will be lost. For example, if the direct access parking area fronting the open area is 100' wide then that area would accommodate four cars at 25' per parallel parking stall. The 100' area would accommodate 11 direct access parking stalls, but the net gain would be seven stalls. If the development built off-street parking as per the current code then 11 stalls would be added and, most likely, at least three stalls would still be available on the street for a total of 14 stalls. Another item to consider is the streetscape aesthetics. The impervious surface width where stalls are added along City streets will create a wide paved area that may not be as attractive as compared off-street parking with a landscaped area in front.

This item has been noticed in the local newspaper for two weeks and in the State's website for the Planning Commission meeting.

POSSIBLE FINDINGS:

- The proposal would allow more open space to be preserved in the commercial zones
- The proposal will reduce the amount of impervious surface required for parking
- This option would only be allowed on local streets

ALTERNATIVE ACTIONS:

1. Recommendation of Approval. This action can be taken if the Planning Commission feels that the proposed change is an acceptable amendment to the Municipal Code.

    a. Accept staff report
    b. List accepted findings
    c. Place condition(s)

2. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.

   a. Accept staff report
   b. List accepted findings
   c. Reasons for continuance
      i. Unresolved issues that must be addressed
   d. Date when the item will be heard again

3. Recommendation of Denial. This action can be taken if the Planning Commission feels that the request is not an acceptable amendment to the Municipal Code.

   a. Accept staff report
   b. List accepted findings
   c. Reasons for denial