

APPENDIX





Sec. 37-37. - Commercial use districts.

- (a) *B-1 neighborhood mixed use district.* This district is intended for limited-sized professional and business offices in close proximity to purely residential uses. Moderate density multiple-family residential is permitted. The district is not commercial in character; however, certain limited commercial uses are permitted.
- (b) *B-2 neighborhood business district.* The purpose of a B-2 neighborhood business district is to provide for the location and grouping of sites for small-scale office, professional services, and retail establishments to support adjacent residential neighborhoods. This district includes establishments that conduct all business operations within an enclosed facility, and which have a limited impact on adjacent residential areas especially in terms of lighting, signage, traffic, odor, noise, and hours of operation. Permitted uses in this district shall be no larger than ten thousand (10,000) square feet in gross floor area.
- (c) *B-3 general business/commercial district.* The B-3 general business/commercial district is intended to provide sufficient space in appropriate locations for a wide variety of commercial and miscellaneous service activities, generally serving a wide area and located along major arterials. The B-3 district is intended for medium to large-scale, auto or pedestrian-oriented commercial uses and strip commercial developments that require significant parking.
- (d) *CBD central business district.* The CBD central business district is representative of the core downtown business and retail area. The intent of the district is to recognize the unique and historic character of downtown and the pedestrian orientation of the neighborhood by combining residential uses with commercial, service and office establishments. Lot sizes, setbacks, parking and landscaping requirements shall be more flexible to address the characteristics of an area substantially developed as a commercial district with smaller lots and greater development densities than newer areas of the city.
- (e) *B-4 heavy commercial district.* The regional commercial district is intended to accommodate a wide variety of commercial and retail uses, as well as offices, businesses and personal services that serve the needs of the community and the region. The intent is to provide for large-scale commercial uses that are typically land intensive and are not well suited to being located in neighborhoods or the central business district. These districts are best located along major arterial streets and highway intersections.

Uses	Districts					Use Standards
	B-1	B-2	B-3	CBD	B-4	
Adult Day Care, Small	P	P	P		P	Subsection 37-92(c)
Adult Day Care, Large		P	P		P	Subsection 37-92(c)
Adult Day Care, Commercial			P	P	P	Subsection 37-92(c)

Adult Use					P	Subsection 37-92(a)
Art Gallery	P	P	P	P	P	
Arts Studio	P	P	P	P	P	
Automobile/Vehicle Dealership			P		P	Subsection 37-79(e)(2)a
Automobile Rental			P		P	Subsection 37-79(e)(2)a
Automotive Repair, Major		C	P	P	P	
Automotive Repair, Minor		Cm	P	Cm	P	
Bar		C	P	P	P	
Bed and Breakfast	P					Subsection 37-92(b)
Bingo Hall			P	P	P	
Boarding House			P	P	P	
Brewpub		P	P	P	P	
Car Wash		P	P	P	P	
Caterer	C	P	P	P	P	
Cemetery	Cm	Cm	Cm	Cm	Cm	
Check Cashing Facility			C	P	P	Subsection 37-92(j)
Child Day Care, Small	P	P	P		P	Subsection 37-92(c)
Child Day Care, Large		P	P	P	P	Subsection 37-92(c)



Child Day Care, Commercial			P	P	P	Subsection <u>37-92(c)</u>
Community Center	Cm	P	P	P	P	
Community Garden	P	P	P			
Convalescent Center		P	P		P	
Craft Brewery				C		
Day Shelter/Facility (Homeless)			C	C	C	
Dwelling, Multi-Family		P		P		
Dwelling, Owner/Proprietor		P		P		
Dwelling, Single-Family Detached	P					
Dwelling, Townhouse	P					
Dwelling, Single-Family Attached	P					
Dwelling, Two-Family	P					
Educational Facility (Vocational)			Cm			
Elderly Housing, Continuing Care		P	P		P	
Elderly Housing, Nursing Home		P	P		P	
Elderly Housing, Retirement Housing		P	P		P	
Emergency Services	P	P	P	P	P	
Farmer's Market	P	P	P	P	P	

Financial Institution	Cm	P	P	P	P	
Fraternity/Sorority House		P				Subsection <u>37-92(e)</u>
Funeral Home/Mortuary			P		P	
Gas Station		P	P	P	P	
Government Facility		P	P	P	P	
Group/Community Home, Small	P					Subsection <u>37-92(i)</u>
Group/Community Home, Large	Cm	P				Subsection <u>37-92(i)</u>
Halfway House			C		C	
Homeless Shelter			C	C	C	
Hospital			P	P	P	
Hotel/Motel			P	P	P	
House of Worship, Small	P	P	C		P	
House of Worship, Large	Cm	Cm	C		P	
House of Worship, Mega					P	
Independent Living Facility		P				
Kennel		P	P		P	
Laboratory			P	P	P	
Library	P	P	P	P	P	
Maintenance/Repair Services		P	P	P	P	



Manufactured Housing Sales Lot					P	
Manufacturing, Light			P	Cm		
Medical/Dental Clinic	P	P	P	P	P	
Microbrewery					C	
Mini-Warehouse		C		Cm	P	
Museum	P	P	P	P	P	
Office	P	P	P	P	P	
Off-Premises Advertising Sign		Cm	Cm	Cm	Cm	
Park or Playground	P	P	P	P	P	
Parking Lot, Commercial			C	P	P	
Parking Structure			C	P	P	
Passenger Terminal			P	P	P	
Pay-Day Loan Agency			C	P	P	Subsection 37-92(j)
Personal Services Establishment	P	P	P	P	P	
Pet Care Facility		P	P	P	P	
Pet Day Care		P	P	P	P	
Pet Grooming	P	P	P	P	P	
Radio/Television Antennae/Towers		Cm	Cm	Cm	Cm	
Reception/Banquet Hall		P	P	P	P	

Recreational Facility, Indoor			P	P	P	
Recreational Facility, Outdoor					P	
Recreational Vehicle Park			P	Cm		
Rehabilitative Care Center			C		P	
Residential Care Center	C	P	P		P	
Restaurant, Carry-Out		P	P	P	P	
Restaurant, Fast Food		P	P	P	P	
Restaurant, Full-Service		P	P	P	P	Subsection 37-92(m)
Restaurant, Specialty	P	P	P	P	P	
Retail Goods Establishment	P	P	P	P	P	
Retail Manufacturing		Cm	P		P	
Shelter			C	C	C	
Social Club/Lodge		Cm	P	P	P	
Social Service Agency			C	C	C	
Soup Kitchen			C	C	C	
Storage, Large			Cm		P	
Storage, Small		Cm				
Storage Yard, Vehicle			Cm			
Substance Abuse Treatment Facility			C		C	



Tattoo Parlor		P	P		P	
Taxidermy		P	P		P	
Tire Store		Cm	P	Cm	P	Subsection 37-92(k)
Transitional Housing		C		Cm		
Urban Agriculture					P	
Veterinary Hospital	Cm	P	P		P	
Warehouse, Wholesale			Cm		P	
Accessory						
Alcohol Beverage Sales, Off-Premises		C	C	P	P	
Alcohol Beverage Sales, On-Premises		C	P	P	P	
Columbarium	Cm	Cm	Cm	Cm	Cm	Subsection 37.76(e)
Crematorium	Cm	Cm	Cm	Cm	Cm	
Drive-Through		Cm	P	P	P	
Live Entertainment			P	P	P	Subsection 37-92(h)
Parking Garage			C	P	P	
Temporary						
Cargo Container			Cm		Cm	
Carnival/Fair			C	C	C	
Revival Church			C	C	C	

Christmas Tree Lots	P	P	P	P	P	Subsection 37-92(l)
Construction Trailers	P	P	P	P	P	
Tent Sales	P	P	P	P	P	Subsection 37-92(l)

Key: P = Permitted Use; Cm = Conditional Use Permit, minor; C = Conditional Use Permit, major; (blank) = Not Permitted

Table 3.4: Commercial Use Bulk and Yard Regulations					
Bulk and Yard Regulations	Districts				
	B-1	B-2	B-3	CBD	B-4
Bulk Regulations					
Minimum District Size	3 Acres	3 Acres	3 Acres	3 Acres	3 Acres
Minimum Lot Area	SFD: 7,200 sf SFA: 6,000 sf 2F: 8,000 sf Townhouse: 2,500 sf ^a Other: 10,000 sf	MF ≤10 unit: 20,000 sf MF 11-12 unit: 1,700 sf MF 13-14 unit: 1,600 sf MF 15-16 unit: 1,500 sf MF 17+ unit: 1,700 sf Other: 10,000 sf	n/a	n/a	n/a
Maximum Building Height	35 ft	35 ft	35 ft	100 ft	40 ft



Maximum Commercial Square Footage	5,000 sf	10,000 sf	n/a	n/a	n/a
Minimum Yard Requirements					
Front Yard	20 ft	20 ft	25 ft	n/a	25 ft
Interior Side Yard	SFD: 5 ft SFA: none Townhouse: none Other: 5 ft	MF 1-story: 5 ft MF 2-story: 10 ft MF 3-story +: 20 ft Other: 5 ft	n/a	n/a	10 ft
Corner Side Yard	20 ft	20 ft	20 ft	n/a	20 ft
Rear Yard	20 ft	10 ft ^{c & d}	10 ft ^{c & d}	n/a	10 ft ^{c & d}
^a Not to exceed 4 attached dwellings					
^b Not to exceed 8 attached dwellings					
^c A rear yard abutting a publicly-dedicated alley need only be five feet (5') in depth					
^d A rear yard abutting a lot in a residential or B-1 district shall have the same minimum depth as the abutting district					

Key: SFD = Single-Family Detached; SFA = Single-Family Attached; 2F = Two-Family; MF = Multi-Family

(Ord. No. 11,443, 11-12-13; Ord. No. 11,519, 10-28-14; Ord. No. 11,549, 3-10-15; Ord. No. 11,584, 6-23-15; Ord. No. 11,642, 1-12-16; Ord. No. 11,644, 1-26-16; Ord. No. 11,757, 2-28-17; Ord. No. 11,758, 2-28-17; Ord. No. 11,805, 9-26-17; Ord. No. 11,828, 2-27-18; Ord. No. 11,848, 4-24-18; Ord. No. 11,883, 10-23-18; Ord. No. 11,925, 3-26-19; Ord. No. 11,964, 11-12-19; Ord. No. 11,993, 5-26-20)

Sec. 37-39. - Special use districts.

- (a) *C campus district.* The C institutional campus district is intended for large educational or medical campus developments to facilitate an orderly and efficient regulation process for these types of uses. The district establishes a process that is flexible enough to accommodate evolving changes and expansions in campus plans, and creates the

proper transitions between campus activities and adjacent neighborhoods. Within the district, development will proceed in accordance with an approved campus master plan that relates to the adjacent districts, the community as a whole, and the needs of the institution.

- (b) *RF riverfront district.* The purpose of the RF riverfront district is to establish development standards that will enhance redevelopment opportunities along the Ouachita River. The district is intended to encourage and promote the revitalization of the waterfront area, to protect and preserve appropriate areas for public use, and to maintain the unique characteristics of the area.
- (c) *OS open space/recreation district.* The purpose of the OS open space recreation district is to provide a classification for parks located within neighborhoods; large regional parks and recreation facilities; and greenway corridors that provide connections between neighborhoods and public amenities such as cultural centers and large parks. OS districts may serve both active and passive recreation needs, and includes waterfront recreational activities. OS districts may also include certain ancillary commercial activities such as performance venues and concessions.

Table 3.7: Special Districts Permitted and Conditional Uses

Uses	Districts			
	C	RF	OS	Use Standards
Adult Day Care, Commercial	P			Subsection 37-92(c)
Adult Day Care, Large	P			Subsection 37-92(c)
Adult Day Care, Small	P			Subsection 37-92(c)
Amphitheater/ Outdoor Performance Venue	P	P	P	
Bar		P		
Campground			Cm	
Cemetery			P	
Child Day Care, Commercial	P			Subsection 37-92(c)



Child Day Care, Large	P			Subsection <u>37-92(c)</u>
Child Day Care, Small	P			Subsection <u>37-92(c)</u>
Children's Residential Facility	P			
Community Garden			P	
Convalescent Center	P			
Dwelling, Single-Family Detached	P			
Dwelling, Single-Family Attached	P			
Dwelling, Two-Family	P			
Dwelling, Multi-Family	P	P		
Dwelling, Owner/Proprietor		P		
Dwelling, Caretaker	P		P	
Educational Facility College/University	P			
Educational Facility Elementary	P			
Educational Facility Secondary	P			
Educational Facility Vocational	P			

Elderly Housing, Assisted Living	P			
Elderly Housing, Continuing Care	P			
Elderly Housing, Nursing Home	P			
Elderly Housing, Retirement Housing	P			
Emergency Services	P	P	P	
Fairgrounds			P	
Farmer's Market		P	P	
Fraternity/Sorority House	P			Subsection <u>37-92(e)</u>
Funeral Home/Mortuary	Cm			
Golf Course/Driving Range			P	
Government Facility	P		P	
Halfway House	C			
Hospital	P			
Hotel		P		
House of Worship, Small	P	C	Cm	
House of Worship, Large	P	C		
Laboratory	P			
Library	P	P	Cm	



Marina		P	P	
Off-Premises Advertising Sign		Cm		
Office	P	P		
Medical/Dental Clinic	P			
Museum	P	P	P	
Park or Playground	P	P	P	
Personal Services Establishment	P	P		
Public Pier		P	P	
Recreational Facility, Indoor	P		P	
Recreational Facility, Outdoor	Cm		P	
Restaurant/ Reception Facility	Cm	P		
Retail Goods Establishment		P		
Stadium	C		C	
Substance Abuse Treatment Facility	P			
Theater	P	P		
Transitional Housing	C			
Urban Agriculture			P	
Accessory				

Alcohol Beverage Sales, On-Premises	C	P	C	
Clubhouse	P		P	
Columbarium			Cm	Subsection 37.76(e)
Live Entertainment	P	P	P	Subsection 37-92(h)
Medical Evacuation Heliport	Cm			
Parking Garage	P	C		

Key: P = Permitted Use; Cm = Conditional Use Permit, minor; C = Conditional Use Permit, major; (blank) = Not Permitted

Table 3.8: Special Districts Use Bulk and Yard Regulations			
Bulk and Yard Regulations	Districts		
	C	RF	OS
Bulk Regulations			
Minimum Lot Area	SFD: 7,100 sf SFA: 6,000 sf 2F: 7,100 sf MF 3+ unit: 7,100 + 2,000 sf/unit Other: 7,100 sf	n/a	n/a
Maximum Building Height	100 ft	35 ft	35 ft
Minimum Yard Requirements			



Front Yard	20 ft	20 ft	10 ft
Interior Side Yard	SFD: 10 ft SFA: none Townhouse: none Other: 10 ft Dormitory <u>1-2</u> story: 25 ft Dormitory 3+ story: 50 ft		10 ft
Corner Side Yard	20 ft	20 ft	10 ft
Rear Yard	20 ft ^{a & b}	10 ft ^{a & b}	10 ft
^a A rear yard abutting a publicly dedicated alley need only be five feet (5') in depth			
^b A rear yard abutting a lot in a residential or BX district shall have the same minimum depth as the abutting district			

Key: SFD = Single-Family Detached; SFA = Single-Family Attached; 2F = Two-Family; MF = Multi-Family

(Ord. No. 11,443, 11-12-13; Ord. No. 11,564, 4-28-15; Ord. No. 11,703, 8-9-16; Ord. No. 11,816, 12-27-17; Ord. No. 11,829, 2-27-18)

Sec. 37-75. - Exterior lighting.

(a) *Light trespass and distraction.*

- (1) No exterior lighting may glare into, or upon, the neighboring properties or any residential premises. In addition, no exterior lighting may be used in any manner that could interfere with the safe movement of motor vehicles on public streets.
- (2) Specifically, the following types of light trespass are prohibited:
 - a. Any light not designed for roadway illumination that produces direct or reflected glare that could disturb the operator of a motor vehicle.
 - b. Any light that may be confused with, or construed as, a traffic controls device, except as authorized by state, federal or local government.

(b) *Unshielded light.* The use of unshielded lighting, including incandescent light bulbs hung or strung on poles, wires, or other type of support, are prohibited, except on a temporary basis in areas where approved fairs, Christmas tree sales, or similar activities are held and only when such activities are taking place.

(Ord. No. 11,443, 11-12-13)

Sec. 37-78. - Supplemental height, yard, and open space regulations.

- (a) *Height exceptions.* The height limits for each zoning district shall not apply to the following: church spires, belfries, cupolas, mechanical penthouses or appurtenances, domes not use for human habitation, chimneys, water tanks, ventilators, skylights, solar panels, parapet walls, cornices.
- (b) *Supplementary yard regulations.*
 - (1) *Front yard depth.* In any residential district, any building site lying between two (2) building sites having dwellings erected on them shall have a front yard equal in depth at least to the average depth of the front yards of the adjacent building sites; provided, however, that no front yard shall be less than twenty feet (20') in depth, and no front yard shall be required to be more than thirty per cent (30%) of the depth of the building site.
 - (2) *Minimum side yard widths.* In any district where side yards are not required by the district regulations, if side yard is provided it shall have a width of at least five feet (5').
 - (3) *Corner building sites.* In any district, a corner building site having to its rear a building site with the potential of facing toward the intersecting or side street shall provide on the intersecting or side street side a side corner yard having a width of at least twenty feet (20'); however, this regulation shall not be applied to reduce the buildable width of the corner lot to less than thirty feet (30').
 - (4) *Major street lines.* Front yard depth and, in the case of a corner building site, side corner yard width shall be measured from the current or future street right-of-way line of a major street where such line has been established and where such major street follows the general direction of, and includes the right-of-way contained in, an existing street on which said building abuts.
- (c) *Architectural projections into required yards.*
 - (1) Every part of a required yard shall be open and unobstructed from the ground to the sky except for permitted accessory structures for the ordinary projections of sills, belt courses, cornices, buttresses, eaves, and similar architectural features, provided that such projections shall not extend more than two feet (2') into any required yard.
 - (2) Open fire escapes may extend into any required yard not more than three and one-half feet (3.5').
 - (3) Carports and patio covers, when attached to the main dwelling unit may occupy any required yard under the following circumstances:
 - a. The carport is no closer than five feet (5') to the side or rear property line; and
 - b. The carport is no closer than ten feet (10') to the street right-of-way line.

(Ord. No. 11,443, 11-12-13; Ord. No. 12,031, 12-8-20)

Sec. 37-79. - Off-street parking and loading requirements.

- (a) *Purpose.* The off-street vehicle parking, bicycle parking and loading regulations of this ordinance are intended to provide accessible, attractive, secure and well-maintained off-street parking and loading areas, provide the appropriate number of spaces in proportion to the demands of the proposed use, increase public safety by reducing congestions of public streets, and encourage the use of alternative modes of transportation.
- (b) *General.* Off-street parking and loading facilities shall be provided in compliance with this section whenever any building or use is erected, altered, enlarged, converted or otherwise increased in size or capacity. The provision and maintenance of the off-street parking and loading facilities herein required shall be the joint responsibility of the operator and/or owner of the use and the owner of the property or structure on which the use requiring off-street parking and loading facilities are located.
 - (1) *Existing facilities.* The existing number of off-street vehicle and bicycle parking and loading spaces shall not be



reduced below the minimum requirements of this section.

(2) *Provision of additional vehicle spaces.*

- a. Nothing in this section prevents the voluntary provision of additional off-street vehicle and bicycle parking spaces above that required by this ordinance. There is no limit on the number of bicycle parking spaces that may be provided.
- b. In an effort to limit the amount of impervious surface associated with development, the maximum number of vehicle parking spaces shall be one hundred twenty-five per cent (125%) of the number of required parking spaces. Structured parking facilities are exempt from this maximum.
- c. Where a use exceeds the minimum number of vehicle spaces required by subsection 37-79(d), the area used for additional spaces must either be paved with semi-pervious material, such as permeable paves, porous asphalt, porous concrete, grass-crete, reinforced grass, or other storm water management methods during the site plan review process with final approval by the city engineer.

(3) *Prohibition on use of parking spaces.* The sale, repair, dismantling or servicing of any vehicles, equipment, materials or supplies, or the display of goods on off-street parking areas is prohibited, unless otherwise permitted by this ordinance.

(4) *Shared parking facilities.* Off-street parking spaces for separate uses may be provided collectively for two (2) or more uses with different hours of operation in order for each use to meet its minimum off-street parking requirements.

a. *Authorization.*

- 1. The director of planning and zoning or a designee is authorized to approve shared parking arrangements for uses with different hours of operation.
- 2. The director of planning and zoning or his/her designee may permit parking required for one use to be supplied by the off-street parking spaces provided for another use if he/she determines that the uses or activities will have peak parking demands at different periods of the day or week.
- 3. In order to approve a parking plan for shared parking, the director of planning and zoning or designee must find, based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.
- 4. A request for approval of a shared parking arrangement must be accompanied by such information determined by the director of planning and zoning or his/her designee to be necessary to evaluate the peak parking demand characteristics or difference in hours and/or days of operation, including, but not limited to, a description of the uses and their operational characteristics, a site plan, and a parking plan that justifies the reduction in parking requested.
- 5. Once all information deemed necessary by the Director of Planning and Zoning or his/her designee to evaluate the shared parking arrangement has been received, approval (with or without conditions) or denial from the director of planning and zoning will occur within fifteen (15) days.

b. *Specifications for shared parking.*

- 1. The use of such facility by each user does not take place at the same hours during the same days of the week.
- 2. The shared parking facility must be located within three hundred feet (300') of both uses.
- 3. All other location and design requirements of this article are met.

c. *Shared parking agreement.*

- 1. The users of the shared parking facility must submit a written, notarized agreement to share parking facilities. A notarized agreement must be filed with the planning and zoning office.
- 2. Shared parking agreements are binding upon applicants and their successors. Shared parking privileges remain in effect only as long as the agreement, binding on all parties, remains in force. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this article.
- 3. Pursuant to the same procedure and subject to the same limitations and requirements by which the parking plans was approved and recorded, any parking plan may be amended or withdrawn, either partially or completely, if all land and structures remaining under the parking plan comply with all requirements of this section.

(c) *Computation of parking and loading requirements.*

- (1) Where multiple uses with different parking requirements occupy the same structure or lot, the required vehicle and bicycle parking and loading spaces is the sum of the requirements for each use computed separately, unless otherwise permitted by this ordinance.
- (2) A fraction of less than one-half (½) is disregarded, and a fraction of one-half (½) or more is considered one (1) parking or loading space.
- (3) For uses where patrons or spectators occupy benches, pews or open floor areas used for service, each twenty-four (24) linear inches of benches, pews or permanent seating is counted as one (1) seat for the purpose of determining the requirement for the required number of parking and loading spaces.
- (4) Parking or loading spaces required on a public use floor area basis is based on the total floor area accessible to the public. This excludes areas such as locker rooms, storage rooms and similar functions that are accessible only to employees. Public use floor area includes seating areas in restaurants, the entire bar area, and all public waiting areas. When a use includes both public use areas and private offices, the office areas are not considered part of the public use area calculations but must be calculated separately.

(d) *Required off-street vehicle parking spaces.* The off-street parking spaces required for each use permitted by this ordinance shall not be less than that found in table 5.4. For uses not mentioned in this section, the director of planning and zoning or his/her designee shall determine the requirements for off-street parking and loading facilities. The determination shall be based upon the most comparable use listed, AASHTO or ITE standards, and/or the specific needs of the development as determined by the city.

Table <u>5.4</u> : Off-Street Vehicle Parking Requirements	
Use	Number of Parking Spaces Required
Adult Use	3 spaces/1,000 sf GFA
Airport	5 spaces/1,000 sf GFA
Art Gallery	2 spaces/1,000 sf GFA
Art Studio	4 spaces/1,000 sf of public use area



Auditorium/Arena	1 space/6 seats
Automobile Vehicle Dealership	2 spaces/1,000 sf of indoor sales area
Automotive Repair	2 spaces/service bay
Automobile Vehicle Dealership	2 spaces/1,000 sf of indoor sales area
Automobile Vehicle Rental	2 spaces/1,000 sf of office and public waiting area
Bar	1 space/100 sf GFA
Bed and Breakfast	1 space/guest room plus 2 spaces/dwelling unit
Boarding House	1 space/4 rooms
Caterer	1 space/1,000 sf GFA
Cemetery	1 space/20,000 of GFA plus 1 space/4 chapel seats plus 3 spaces/1,000 sf of office
Community Center	4 spaces for the first 1,000 sf plus 3 spaces/each additional 1,000 sf GFA
Contractor Storage Yard	3 spaces/1,000 sf storage area and public use area
Convalescent Center	1 space/2 rooms
Correctional Facility	2 spaces/20 inmates of rated inmate capacity
Day Care Center, Adult or Child	2 spaces/1,000 sf GFA
Dwelling, Single-Family	2 spaces/dwelling unit
Dwelling, Two-Family	2 spaces/dwelling unit
Dwelling, Townhouse	2 spaces/dwelling unit
Dwelling, Three-Family	1.5 spaces/dwelling unit
Dwelling, Four-Family	1.5 spaces/dwelling unit

Dwelling, Multi-Family	Efficiency units; 1 space/unit One bedroom units; 1.5 spaces /unit Two bedroom units; 1.5 spaces/units Three or more bedroom units; 2.5 spaces/unit
Dwelling, Owner/Proprietor	1 space/dwelling unit plus 2 spaces/1,000 sf commercial area
Elderly Housing, Retirement Housing	1 space/dwelling unit
Elderly Housing, Nursing Home	.25 space/dwelling unit
Elderly Housing, Assisted Living	.5 space/dwelling unit
Elderly Housing, Continuing Care	To be calculated based on the type of facility or combination of facilities provided above
Educational Facility, Secondary	4 spaces/classroom plus 3 spaces/1,000 sf of office
Educational Facility, Elementary	2 spaces/classroom
Educational Facility, University and Vocational	5 spaces/classroom plus 3 spaces/1,000 sf of office
Financial Institution	2 spaces/1,000 sf GFA plus 3 stacking spaces/drive-through window
Food/Beverage Processing	3 spaces/1,000 sf manufacturing area plus 2 spaces/1,000 sf office
Fraternity/Sorority House	2 spaces/bedroom
Funeral Home/Mortuary	1 space/4 chapel seats + 1 space/300 sf of office
Gas Station	2 spaces/pump plus 3 spaces/1,000 sf of retail area plus 2 spaces/accessory motor vehicle service and repair plus 4 stacking spaces/car wash bay
Group/Community Home	1 space/3 residents
Halfway House	1 space/4 occupants (rated capacity) plus 1 space/300 sf of office



Heavy Sales, Rental and Storage	3 spaces/1,000 sf GFA plus 1 space/1,000 sf of outdoor sales and display area
Hospital	1 space/room
Hotel/Motel	1 space/guest room
House of Worship	1 space/50 sf gross floor area without fixed seats used for assembly purposes plus 1 space/every 3 seats
Independent Living Facility	1 space/dwelling unit
Library	1 space/300 sf GFA
Manufacturing	1 space/1,000 sf GFA
Manufactured Housing	2 space/dwelling unit
Marina	1 space/2 slips
Medical/Dental Clinic	1.5 spaces/medical exam room
Mini-Warehouse	1 space/25 storage units
Mixed-Use Development	Sum of the required spaces for the various uses computed separately
Museum	1 space/300 sf GFA
Office	1 space/300 sf GFA
Personal Services Establishment	1 space/300 sf GFA
Pet Day Care	2 spaces/1,000 sf GFA
Pet Care Facility	1 space/350 sf GFA
Pet Grooming	1 space/350 sf GFA
Public Works or Emergency Services	2 spaces/1,000 sf of office and public use area
Reception/Banquet Hall	1 space/200 sf of GFA

Recreational Facility, Indoor	<i>Bowling Alley:</i> 2 spaces/lane <i>Movie theater:</i> 1 space/4 seats plus 1 space/6 seats after 1 st 400 <i>Pool Hall:</i> 1 space/100 sf GFA
Recreational Facility, Outdoor	3 spaces/1,000 sf GFA including all outdoor areas
Rehabilitative/Residential Care Center	1 space/4 rooms
Residential Care Facility	1 space/4 residents
Restaurant, Carry-Out and Fast-Food	2 spaces/400 sf GFA plus 3 stacking spaces for drive-through lane
Restaurant, Full-Service	2 spaces/400 sf GFA
Restaurant, Specialty	1 space/400 sf GFA plus 3 stacking spaces for drive-through lane
Retail Goods Establishment	1 space/300 sf GFA
Retail Manufacturing	1 space/300 sf GFA retail plus 1 space/1,000 sf manufacturing
Shopping Center	Under 500,000 sf GFA: 2 spaces/1,000 sf gross leasable area 500,000 sf or more GFA: 4 spaces/1,000 sf gross leasable area
Social Club/Lodge	1 space/300 sf GFA
Tattoo Parlor	2 spaces/1,000 sf of public use area
Veterinary Hospital	1 space/350 sf GFA
Warehouse	1 space/20,000 sf of warehouse plus 2 spaces/1,000 sf office
Wholesale Goods Establishment	1 space/20,000 sf of warehouse plus 2 spaces/1,000 sf office plus 2 spaces/1,000 sf public use area
GFA = Gross Floor Area	

(e) *Maintenance.* Off-street parking facilities shall be constructed, maintained and operated in accordance with the following specifications:



- (1) *Drainage.*
 - a. Off-street parking facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys, and surfaced with erosion resistant material in accordance with applicable city standards.
 - b. Any new surface parking lot with twenty-five (25) or more parking spaces or additions to existing parking lots of twenty-five (25) or more vehicle parking spaces must be designed to filter or store the first inch of rainwater during each rain event. This can be accomplished through the use of pervious paving, rain gardens, bio swales, detention areas, constructed wetlands, and other methods deemed appropriate by the city engineer. Where installed, detention areas should be appropriately designed and located to filter, store and convey the expected storm water flows from surrounding paved areas.
 - c. Off-street parking areas must be maintained in a clean, orderly and dust-free condition at the expense of the owner or lessee. A minimum of one (1) litter receptacle must be included in any parking lot.
- (2) *Surfacing.*
 - a. All surface parking lots must be paved with a durable, all-weather material such as concrete or asphalt, or a semi-pervious material such as permeable pavers, porous asphalt, porous concrete, grass-crete or gravel-crete, or a similar surface.
 - b. All single-family and two-family dwellings are permitted to construct driveways that consist of two (2) concrete wheel strips, each of which is at least eighteen inches (18") wide and at least twenty feet (20') long. A permeable surface, such as turf, must be maintained between such wheel strips.
 - c. Shells, gravel, crushed stone, and bare earth paving are permitted paving materials only in the OS (open space district).
- (3) *Wheel guards and curbs.* Wheel stops and curbing must be provided to prevent vehicles from damaging or encroaching upon and adjacent parking or loading space, sidewalk, landscaped area or parking lot island, fence, wall or building. Within non-residential or mixed-use development parking lots, box curbs at least six inches (6") in height are required. In some cases, where deemed appropriate by the director of planning and zoning or his/her designee, earth mounds not exceeding two feet (2') in height may be used.
- (4) *Striping.* Off-street parking areas must be marked by painted or paved lines maintained in clearly visible condition, curbs or other means to indicate individual spaces. Signs or markers should be used as necessary to insure efficient and safe circulations within the lot. Vehicle parking spaces for handicapped persons must be clearly identified with the appropriate signage and striping, regardless of plant growth or other conditions.
- (5) *Lighting.* Parking lot lighting must comply with section 37-75 of this ordinance. Adequate lighting must be provided for off-street parking spaces that are to be used at night. All lighting must be arranged to eliminate glare on residential property by location of light fixtures or use of fixtures designed to eliminate direct view of luminaries in fixtures from residential property.
- (6) *Landscaping requirement.* All parking lots shall be landscaped in accordance with chapter 19.5, landscape requirements, of the City of Monroe Code of Ordinances.
- (f) *Required bicycle parking spaces.*
 - (1) Where off-street parking facilities are provided, the number of bicycle parking spaces must be provided as required by table 5.5.
 - a. All uses listed within table 5.5 are required to provide short-term bicycle parking spaces, which are areas where bicycles will be left for short stops, requiring a high degree of convenience (close proximity to destination).

- b. Certain uses listed within table 5.5 require a percentage of the required bicycle parking to provide long-term bicycle spaces, where bicycles will be left for longer periods of time and thus require a safe and weatherproof storage racks in covered areas, lockers, storage rooms, and/or fenced areas with restricted access.
- (2) In all cases where bicycle parking is required, a minimum of two (2) bicycle spaces is required.
- (3) After the first thirty (30) required bicycle parking spaces are provided, additional bicycle parking spaces are required at one-half (½) space per unit of measure listed in table 5.5.
- (4) When a use is exempt from vehicle parking requirements by the section, the use is also exempt from bicycle parking requirements. If a use exempt from vehicle parking provides parking, bicycle parking, as required by this section, is also required.
- (5) The following reductions in the number of vehicle parking spaces are permitted when bicycle parking and facilities are provided. An applicant may only use one (1) of these two (2) options.
 - a. A non-residential use may use up to two (2) required vehicle parking spaces as space for bicycle parking. The area equivalent to two (2) vehicle parking spaces must be used for bicycle parking.
 - b. Where a non-residential use provides shower facilities for use by bicyclists, a reduction of up to two (2) vehicle parking spaces is permitted. The area of vehicle parking spaces must be used for bicycle parking.
- (6) Shower and locker facilities for bicyclists are encouraged for offices and government offices, university and vocational school facilities, hospitals and industrial uses over twenty-five thousand (25,000) square feet in gross floor area.
 - a. A minimum of two (2) showers in projects between twenty-five thousand (25,000) and one-hundred twenty-five thousand (125,000) square feet, and three (3) showers for any project over one-hundred twenty-five thousand (125,000) square feet. Dressing areas and lockers must be provided as part of the shower facilities.
 - b. Lockers for clothing and other personal effects must be located in close proximity to showers and dressing areas to permit access to the locker areas by either gender. A minimum of one (1) clothes locker is required for each long-term bicycle parking space provided.

Table <u>5.5</u> : Required Bicycle Parking Spaces		
Use	Required Bicycle Spaces	Required Percentage of Long-Term Spaces
Multi-family Dwelling	1 per 5 dwelling units	80% required long-term
Dormitory; Fraternity/Sorority	1 per 4 beds	80% required long-term
Retail Goods Establishment and Personal Services Establishment over 10,000 sf in GFA	1 per 2,500 sf GFA	
Office and Government Office over 10,000 sf in GFA	1 per 5,000 sf GFA	50% required long-term



Indoor and Outdoor Amusement Facility over 10,000 sf in GFA	1 per 5,000 sf GFA	
Educational Facility, Primary	2 per classroom	
Educational Facility, Secondary	3 per classroom	
Educational Facility, University or Vocational	1 per 5,000 sf GFA	50% required long-term
Place of Worship over 10,000 sf in GFA	1 per 5,000 sf GFA	
Hospital	1 per 25 beds	50% required long-term
Cultural Facility	1 per 2,500 sf GFA	
Community Center	1 per 2,500 sf GFA	
Public Works and Safety Facility	1 per 5,000 sf GFA	
Industrial over 10,000 sf in GFA	1 per 10,000 sf GFA	50% required long-term

(g) *Off-street loading facilities.*

(1) *General.*

- a. Except in the B-1 district, whenever a non-residential building is erected, altered, enlarged, converted or otherwise increased in size or capacity, the off-street loading facilities herein required shall be provided for uses that distribute or receive materials or merchandise by trucks or other commercial vehicles in accordance with table 5.6.
- b. In the case of multi-tenant developments, required loading spaces are calculated on the basis of each individual tenant. For example, if only one (1) commercial tenant of a multi-tenant development is over ten thousand (10,000) square feet only one (1) loading space is required; if all tenants are less than ten thousand (10,000) square feet, no loading is required.

(2) *Computation of off-street loading requirements.* The off-street loading requirements for each use permitted by this ordinance shall not be less than that found in table 5.6. For uses not mentioned in this section, the director of planning and zoning or his/her designee shall determine the requirements for off-street loading facilities. The determination shall be based upon the most comparable use listed, AASHTO or ITE standards, and/or the specific needs of the development as determined by the city.

(3) *Combined off-street loading facilities.* Requirements for the provision of off-street loading facilities for two (2) or more structures may be satisfied by the permanent allocation of the requisite number of spaces for each use in a common loading facility, provided that the total number of spaces designated is not less than the sum of the individual requirements.

Table 5.6: Off-Street Loading Requirements	
Use Type	Number of Spaces Required
Multi-Family	
20,000—100,000 sf GFA	1 loading space
100,001—200,000 sf GFA	2 loading spaces
Each additional 100,000 sf GFA (this applies only for each additional full 100,000 sf over 200,000 sf)	1 additional loading space
Commercial and Institutional Use	
10,000—100,000 sf GFA	1 loading space
100,001—200,000 sf GFA	2 loading spaces
Each additional 50,000 sf GFA (this applies only for each additional full 50,000 sf over 200,000 sf)	1 additional loading space
Industrial Uses	
5,000—10,000 sf GFA	1 loading space
10,001—40,000 sf GFA	2 loading spaces
40,001—100,000 sf GFA	3 loading spaces
Each additional 50,000 sf GFA (this applies only for each additional full 50,000 sf over 200,000 sf)	1 additional loading space

(Ord. No. 11,443, 11-12-13; Ord. No. 11,977, 12-23-19)

Sec. 37-80. - Parking design standard.

(a) *Site plan review.*

(1) *Applicability.*

- a. Site plan review, in accordance with subsection 37-130(e) (site plan review), is required prior to any construction, alteration or addition of any vehicle parking lot or structure providing ten (10) or more vehicle parking spaces and for any loading facility.



- b. For purposes of this section, construction, alteration or addition includes all paving of previously unpaved surfaces, replacement of pavement with new binder and surface courses, construction of curbing, and installation of new parking lot landscaping and bicycle parking facilities. Construction, alteration or addition does not include maintenance activities such as replacement of existing landscaping, repair of existing curbing, ordinary repairs, sealing, re-striping or placement of surface course pavement over previously paved areas.
- (2) *Requirements.* Projects that require site plan review must incorporate all of the following items into the required site plan:
 - a. Setbacks;
 - b. Parking design including type of parking, parking space size, accessible spaces, paving, safety curbing, and visibility triangles;
 - c. Landscape requirements;
 - d. Fencing and visual screening for uses such as dumpsters;
 - e. Drainage of the parking lot including the path of storm water drainage, location of catch basins, storm water retention, and all other storm water devices;
 - f. Driveways.
- (b) *Permitted vehicle parking locations.*
 - (1) *Residential uses.*
 - a. All residential off-street vehicle parking spaces required in this section shall be located on the same lot as the building or use being served, including residential uses in mixed-use developments.
 - b. For single-family, two-family and townhouse dwellings, required vehicle parking spaces are permitted in private driveways or parking pads, but must not encroach onto the public right-of-way. Tandem vehicle parking is permitted for residential uses but both spaces must be allotted to the same dwelling unit and located on the same lot as the dwelling.
 - c. No required off-street vehicle parking is permitted in any required front yard or in front of the front building line. This does not include parking in any permitted driveway. However, in all single-family districts non-required parking may be placed in up to thirty-five percent (35%) of the front yard, provided all driveways access a legal parking space.
 - (2) *Non-residential users.*
 - a. Vehicle parking for a non-residential use may be located within three hundred feet (300') of the use served.
 - b. No required off-street vehicle parking space is permitted in any required front yard in B-1 districts. However, in B-1 districts non-required parking may be placed in up to thirty-five per cent (35%) of the front yard, provided all driveways access a legal parking space.
- (c) *Dimensions of vehicle parking spaces.* Off-street vehicle parking spaces must be designed in accordance with figure 5.2.
- (d) *Access requirements for off-street vehicle parking.*
 - (1) Each off-street parking space must be open directly upon an aisle or driveway of adequate width to provide access to a vehicle parking space. All off-street vehicle parking facilities must provide access in a manner that least interferes with traffic movement. For all uses except single-family and two-family dwellings, the parking area must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out.
 - (2) All required off-street parking facilities must have vehicular access from a street, alley, driveway or cross-access

- connection.
- (3) Within off-street parking lots and structures, one-way traffic aisles must be a minimum of twelve feet (12') in width and two-way traffic aisles must be a minimum of twenty-four feet (24') in width. Furthermore, all aisles must be designed in accordance with Figure 5.2.
- (4) A sight distance triangle must be provided for each driveway access point for a parking facility. The triangle is measured from the point where each side of the driveway intersects the property line. At the point of intersection at each side of the driveway and the property line, a line of fifteen feet (15') in length must be drawn toward the interior of the structure to form the sight-distance triangle. Parking, fencing, planting material or other obstructions taller than two feet (2') in height that would block the view of the driver are prohibited in the sight distance triangle (See figure 5.3: sight distance triangle).

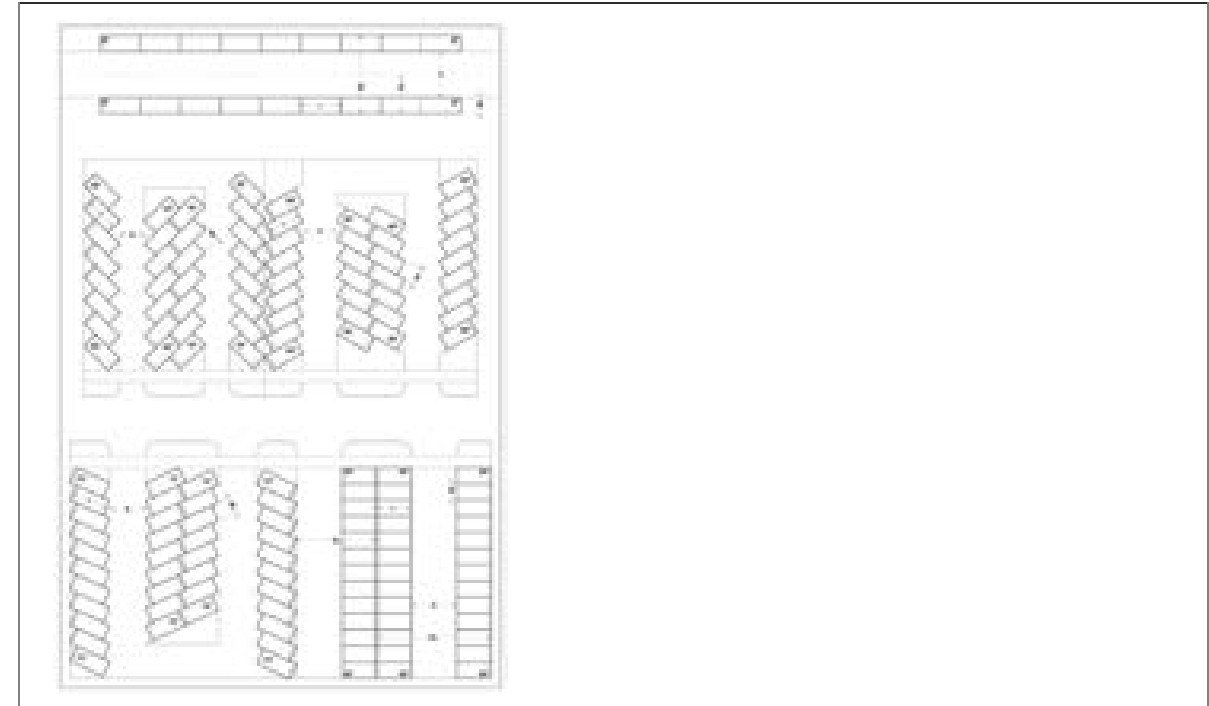


FIGURE 5.2: OFF-STREET PARKING DIMENSIONS (STANDARD SPACE)

Parking Angle	Stall Width (W)	Stall Length (L)	Aisle Width (A)	Single Loaded Module ² Width (SL)	Double Loaded Module ² Width (DL)
0°	9'	26'	12'/24'	20.5'/32.5' ¹	29'/41'
45°	9'	18'	13'	32'	51'
60°	9'	18'	18'	38'	58'
75°	9'	19'	20'	40.8'	61.6'



90°	9'	18'	24' ¹	42' ¹	60' ¹
¹ Two-way traffic permitted					
² A module is defined as a drive aisle with automobiles parked on one (1) side of the drive aisle. A single loaded module is this drive aisle and parking area indicated by an SL on the above diagram. A double-loaded module is the drive aisle flanked by parking areas on each side as indicated by a DL on the above diagram.					

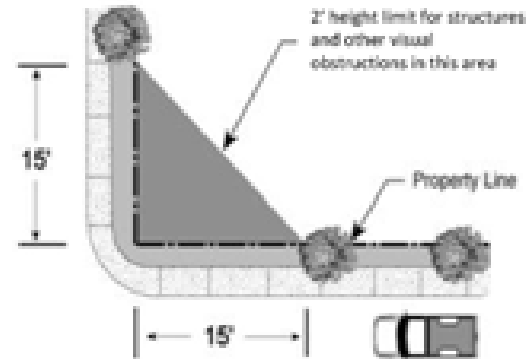


FIGURE 5.3: SIGHT DISTANCE TRIANGLE

(e) Driveway design.

- (1) All off-street parking facilities shall be provided with driveways so located as to result in no undue interference with traffic. When possible, entrances and exits shall be developed on two (2) or more frontages to facilitate traffic movement on through streets and to minimize congestion.
- (2) The permissible number, arrangement, and width of driveways are dictated by the street frontage of the property. The number of driveways shall be the minimum number required to adequately serve the needs of the development. Non-residential uses with frontages less than seventy-five feet (75') are limited to the following:
 - a. One (1) two-directional driveway; or
 - b. Two (2) one-directional driveways.
- (3) *Driveway width.* The width of required driveways shall be adequate to handle the anticipated volume and type of traffic, and shall conform with the dimensions outlined in table 5.7 and measured at the narrowest point parallel to the right-of-way.

	Minimum	Maximum
Residential		
- Single and Two-Family	10'	20'

- Multi-family	15'	24'
Non-residential		
- One-directional	12'	24'
- Two-directional use	20'	30'

- (4) Driveway approaches shall be at least twelve feet (12') wide at the curb and shall taper to driveway width at the front property line.
- (5) Driveways must be located a minimum of two feet (2') from the side lot lines on residential properties and five feet (5') from the side lot lines on non-residential properties. Single-family residential driveways must be located a minimum of four feet (4') from the curb radius return on a corner lot.
- (6) *Driveway clearance at street rights-of-way.*
 - a. All driveway approaches shall have a minimum clearance from the side property line as specified below:
 1. Residential and B-1 districts: two feet (2') minimum side clearance.
 2. All other districts: Ten feet (10') minimum side clearance.
 - b. All driveway approaches shall have a minimum corner clearance from an intersecting street, bridge, culvert crossing, overpass, underpass, tunnel, or similar obstruction as specified below:
 1. Residential and B-1 Districts: Fifty feet (50') minimum corner clearance.
 2. All other Districts: Sixty feet (60') minimum corner clearance.
- (f) *Accessible space design.* All parking lots must comply with the "ADA Accessibility Guidelines for Buildings and Facilities" regulations issued by federal agencies under the Americans with Disabilities Act of 1990 (ADA) for the amount and design of accessible vehicle parking spaces required in parking lots and structures.
- (g) *Vehicle stacking spaces for drive-through facilities.* Every drive-through facility must provide a minimum of three (3) vehicle stacking spaces per bay, unless otherwise required by table 5.4 of this ordinance. Vehicle stacking spaces provided for drive-through uses must be:
 - (1) A minimum of nine feet (9') in width, as measured from the outermost point of any service window to the edge of the driveway, and eighteen feet (18') in length (See figure 5.4 measurement of drive-through and figure 5.5: stacking spaces).
 - (2) Placed in a single line behind the drive-through facility.
 - (3) Located so that, when in use, they do not obstruct ingress or egress to the site and do not obstruct access to required parking or loading spaces.
 - (4) Stacking spaces must begin behind the vehicle parked at a last point of service, such as window or car wash bay.



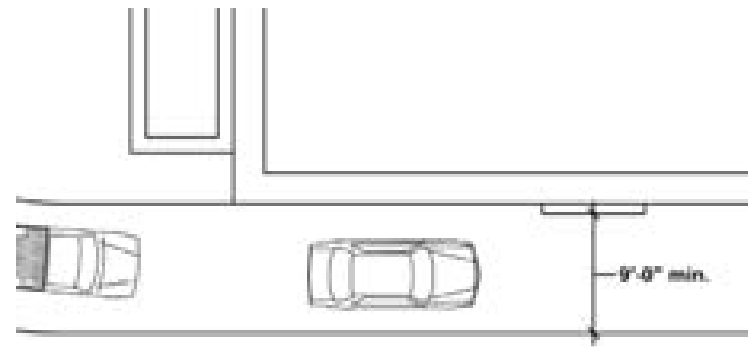


FIGURE 5.4: MEASUREMENT OF DRIVE-THROUGH

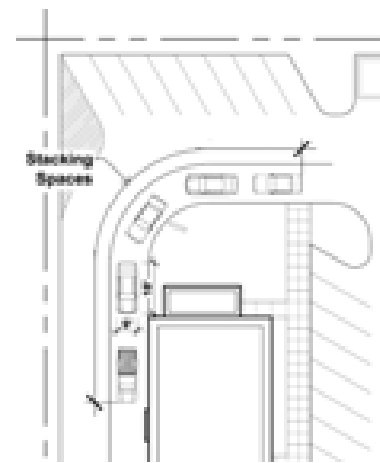


FIGURE 5.5: STACKING SPACES

(h) *Bicycle space design.*(1) *Location.*

- The bicycle parking area must be convenient to building entrances and street access, but may not interfere with normal pedestrian and vehicle traffic.
- Bicyclists must not be required to travel over stairs to access parking.
- All required bicycle spaces must be located on the same lot as the use, or within fifty feet (50') of the lot on private property.
- While all parking in the right-of-way is discouraged, the property owner may make suitable arrangement with the City of Monroe to place bike parking spaces in the public right-of-way through a use maintenance agreement at the city's discretion. Parking in the public right-of-way must be within fifty feet (50') of the zoning lot.
- Short-term bicycle parking spaces must be located no more than fifty feet (50') for the principal building entrance and at the same grade as the sidewalk or an accessible route.
- Long-term bicycle parking spaces must be located in a covered area that is easily accessible from the public

right-of-way and building entrances.

- Required bicycle parking for multi-family residential uses may be provided in garages, storage rooms, and other resident-accessible, secure areas. Spaces within dwelling units or on balconies do not count toward satisfying bicycle parking requirements.

(2) *Design.*

- Required bicycle spaces must have a minimum dimension of two feet (2') in width by six feet (6') in length, with a minimum overhead vertical clearance of seven feet (7'). Each required bicycle parking space must be accessible without moving another bicycle. There must be an aisle at least five feet (5') wide between each row of bicycle parking to allow room for bicycle maneuvering.
- The area devoted to bicycle parking must be surfaced as required for vehicle parking areas.
- All long-term bicycle parking spaces must be covered, which can be achieved through use of an existing overhang or covered pedestrian connection, weatherproof outdoor bicycle lockers or an indoor storage area. Where bicycle parking is not located within a building or locker, the cover design must be of permanent construction, designed to protect bicycles from rainfall and a minimum overhead vertical clearance of seven feet (7').
- Bicycle parking facilities must provide lockable enclosed lockers or racks, or similar structures, where the bicycle may be locked by the user. Racks must permit the bicycle frame and one (1) wheel to be locked to the rack and support the bicycle in a stable position. Structures that require a user-supplied locking device must be designed to accommodate U-shaped locking devices. All lockers and racks must be securely anchored to the ground or a structure to prevent the racks and locker from being removed from the location.
- If required bicycle parking facilities are not visible from the street or principal building entrance, signs must be posted indicating their location. Signs must meet the requirements of article VII (sign regulations).

(i) *Off-street loading design.*(1) *Location.*

- All off-street loading spaces must be located on the same lot as the use served.
- No off-street loading spaces may project into a public right-of-way.
- No off-street loading space is permitted in a front yard.

(2) *Dimensions.*

- All minimum off-street loading spaces must be a minimum of twelve feet (12') in width, and a minimum of twenty-five feet (25') in length, exclusive of aisle and maneuvering space, and maintain a vertical clearance of at least fourteen feet (14').
- Loading spaces for a funeral home may be reduced in size to ten feet (10') by twenty-five feet (25') and a vertical clearance reduced to eight feet (8').
- Structures that are fifty (50) years of age or older and maintain loading spaces that do not comply with the dimensions of this section, are deemed legally conforming in terms of loading space dimensions. If new loading spaces are constructed, such spaces may be designed to match the dimensions of existing loading spaces rather than the requirements of this section.

(3) *Surfacing.* All off-street loading spaces must be paved with a durable, all-weather material, such as concrete or asphalt.(4) *Drainage and Maintenance.* Off-street loading facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys, and surfaced with erosion-resistant material in

accordance with applicable city specifications. Off-street loading areas must be maintained in a clean, orderly and dust-free condition at the expense of the owner or lessee.

- (5) *Lighting.* Loading facility lighting must meet the requirements of section 37-75 of this ordinance. Illumination of an off-street loading facility must be arranged so as to deflect the direct rays of light away from adjacent properties and streets.
- (6) *Access control and signs.* Each required off-street loading space must be designed with adequate means of vehicular access to a street or alley, in accordance with article VII (sign regulations) of this ordinance, and in a manner that will minimize interference with traffic movement.
- (7) *Landscaping and screening.* All loading facilities must be landscaped and screened in accordance with chapter 19.5 (landscaping requirements).

(Ord. No. 11,443, 11-12-13)

Sec. 37-81. - Corridor design standards.

- (a) *Purpose.* The purpose of these standards is to provide guidance with respect to the appearance and function of development along the major corridors in the City of Monroe. These standards are intended to encourage high-quality design, including site planning, lighting, landscaping, screening, signage, infrastructure and traffic flow along Monroe's commercial corridors. These standards provide direction to potential developers, redevelopers, current landowners, and business owners on new development and the redevelopment of existing properties. Over time, adherence to and enforcement of these design standards in designated areas will improve the identity of Monroe, reduce the number of curb cuts, increase the amount and variety of vegetation, de-clutter signage, promote unified development planning of multiple tracts, diversify architecture and land uses, minimize surface runoff through a reduction of redundant parking, improve pedestrian safety, and integrate commercial and residential land uses along major corridors. It is the intent of these standards to provide substantive direction while providing flexibility in their application.
- (b) *Applicability.* These corridor design standards assist in the design and review of both new construction and modifications to existing sites and structures along the city's major commercial corridors. Specifically, the boundaries of the commercial corridor design districts are hereby established as follows:
 - (1) *Level one corridors.* These standards apply to all properties within three hundred feet (300') of either side of the street right-of-way (existing or future if additional right-of-way has been identified) for the following identified corridors:
 - a. DeSiard Street, from Martin Luther King, Jr. Drive to the eastern Monroe city limit line.
 - b. Louisville Avenue, from Riverside Drive to Martin Luther King, Jr. Drive.
 - (2) *Level two corridors.* These standards apply to all properties within one hundred fifty feet (150') of either side of the street right-of-way (existing or future if additional right-of-way has been identified) for the following identified corridors:
 - a. N. 18th Street, from Forsythe Avenue to DeSiard St.
 - b. Forsythe Avenue Bypass (State Route 840-6) from N. 18th Street to Sterlington Road.
 - (3) *New construction.* These standards will be used to assist in the design and review process of new construction projects, major and minor conditional use permits, and site plan review in identified corridors.
 - (4) *Redevelopment.* For all development other than the construction of a new building or structure on a vacant site, these standards apply to all projects involving modifications to existing sites and structures that require planning

commission approval. Where a change of building occupancy occurs, and no significant physical change is made to the building, the standards shall not be triggered. However, if a change in building occupancy occurs that requires modification to the site or planning commission approval, the standards shall be triggered. In such cases, opportunities to bring the existing site into compliance with the commercial corridor design standards shall be explored, with special consideration of those items that are most feasible and would achieve the greatest overall results in the appearance and functionality of the site.

- (5) *Additional applicability provisions.* Notwithstanding anything to the contrary in this ordinance, development of tracts of land within indicated commercial corridor design districts shall be required to comply with this section when the approval of a site plan is required.

(c) *Transit.*

- (1) Prior to the issuance of building permits on developments of thirty (30) or more dwelling units or on non-residential developments of fifty thousand (50,000) square feet or greater, the planning and zoning director shall notify the City of Monroe Transit General Manager, who will determine if transit circulation or a transit stop is warranted within the development or at the intersection based on existing or future transit service and the roadway circulation pattern in the vicinity.
- (2) Commercial structures of seventy-five thousand (75,000) square feet or greater shall provide at least one enclosed, protected transit shelter on-site if located on an existing or future transit route. The shelter shall be located such that it is close to the transit stop, as determined by the City of Monroe Transit General Manager.

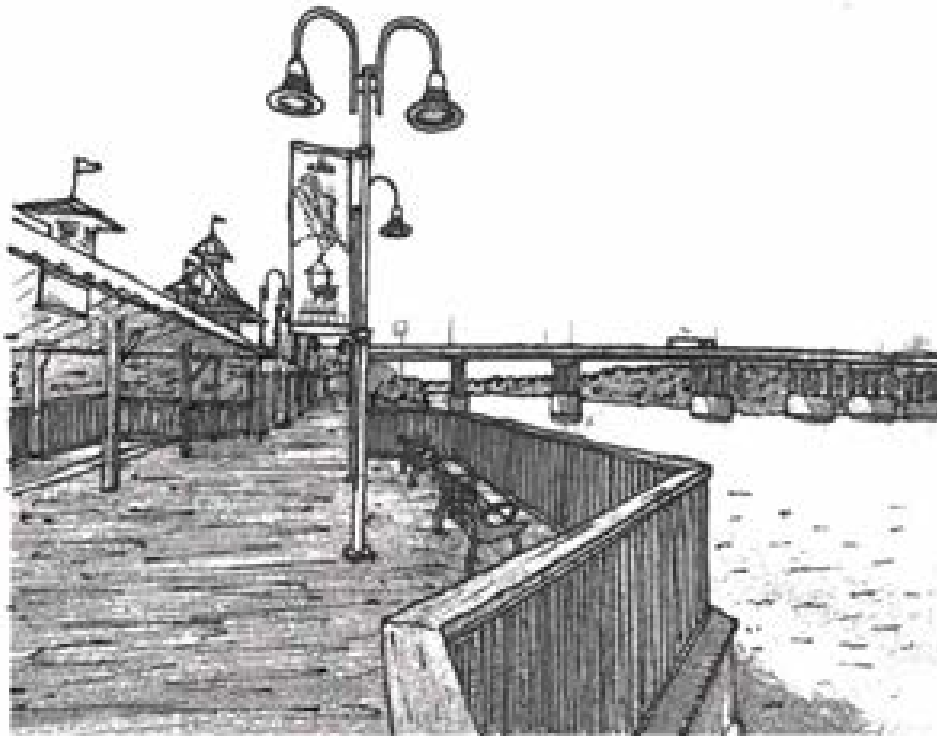
(d) *Circulation and parking.*

- (1) *Access standard.* The following site access standards are applicable to all commercial corridor design districts within the City of Monroe:
 - a. Adjacent properties shall utilize joint use driveways whenever possible and provide connections between parking lots. Owners shall provide cross access easement areas between adjacent properties and developments to provide vehicular access to adjacent sites without having to re-enter the public right-of-way.
 - b. Joint driveways and parking lot cross connections shall provide sufficient width to accommodate two-way vehicular travel.
 - c. Joint driveways and parking lot cross connections shall provide pedestrian and bicycle connections of at least six feet (6') in width that include a sidewalk. The driveway should be designed to provide the shortest practical length across the driveway for pedestrian and bicycle movement.
- (2) *Clearly define vehicular, pedestrian and bicycle patterns.* The following standards shall be followed in all to create clearly defined patterns for both vehicles and pedestrians in all level one corridor areas and in parking lots over fifteen thousand (15,000) square feet in level two corridors.
 - a. Clearly defined pedestrian/bicycle connections shall be provided:
 1. Between a public right-of-way and building entrances when buildings are not located directly adjacent to the sidewalk.
 2. Between parking facilities and building entrances.
 3. Between parking facilities and sidewalks along streets and other public rights-of-way.
 4. From adjacent developments to both residential and commercial developments, creating connections with existing and future developments.
 - b. Pedestrian/bicycle connections shall be clearly defined in a combination of two (2) or more of the following ways:

1. A continuous landscape area at least three feet (3') wide on at least one side of the pedestrian connection, e connections cross over vehicular travel lanes.
 2. Where pedestrian connections within parking areas abut a public right-of-way and/or driving aisles, a landscaped area shall be provided between the pedestrian connection and the public right-of-way or driving aisle and a six-inch (6") curb must be used.
 3. Pedestrian connections within parking areas shall be clearly defined by pedestrian scale lighting, accent lighting or a combination thereof to aid pedestrian way-finding.
 4. At intersections with traffic signals or stop signs and all other pedestrian crossings, connections shall be distinguished from driving surfaces with durable, low-maintenance materials such as pavers, bricks, or scored concrete extended across vehicle lanes to define the pedestrian connections enhance pedestrian safety and comfort.
- c. Concrete sidewalks shall be constructed along all streets and public rights-of-way that are a minimum of four feet (4') in width.
- (e) *Parking.* In order for the city's commercial corridors to function efficiently and conveniently, vehicular, bicycle and pedestrian connections between individual commercial uses shall be provided. The following parking standards shall be applicable to all commercial corridor design districts within the City of Monroe:
- (1) Parking lots of adjoining uses shall be connected to allow for convenient circulation between commercial uses and parking lots, and to maintain safety and efficiency on the city's roads by reducing multiple curb cuts. The city shall require proof of shared parking agreements or easements as outlined in subsection 37-79(b)(4) of this ordinance.
 - (2) Parking lot connections shall be provided in a manner that reinforces a clearly defined pedestrian and vehicular circulation pattern across multiple properties.
 - (3) Vehicular and/or pedestrian and bicycle links shall be made with adjoining residential areas and transportation networks.
- (f) *Landscaping/open space.* Landscaping is an integral part of any site plan. Trees and shrubs soften parking lots, define pedestrian and automobile circulation, and are environmentally beneficial and aesthetically pleasing. The intent of these landscape standards is to maintain a consistent street frontage along commercial corridors in the City of Monroe.
- (1) Every parking lot over fifty (50) spaces shall include landscaped islands within the parking area equivalent to at least ten per cent (10%) of the total paved area of the parking lot, not including pervious paving surfaces.
 - (2) Landscaping in parking lots shall contain at least one (1) shade tree (minimum six feet (6') tall and two inch (2") caliper diameter breast height (DBH) at time of planting and thirty-five feet (35') tall at maturity) for each two hundred (200) square feet of landscaping. Shade trees shall be planted in a bed of ground cover, sod, and/or low shrubbery.
 - (3) Landscaped islands and other pervious surfaces on the site shall be used as opportunities to treat storm water in an environmentally-friendly manner and to assist in water table recharge. Where feasible pervious materials shall be used instead of impervious surfaces to allow water to percolate.
- (g) *Lighting.* Parking lot lighting shall be provided to allow for a safe pedestrian and vehicular area, while protecting adjacent properties from light spillover. As such, more numerous, shorter and lower-powered lighting fixtures are preferred over fewer, tall, high-powered fixtures. The following provides lighting standards for all commercial corridor design districts within the City of Monroe:
- (1) Parking lot lighting fixtures shall be designed to direct the light toward the development and prevent light

- spillage to other users and adjacent streets.
- (2) Pedestrian-scale lighting shall be used to define pedestrian crosswalks, connections, bicycle parking and/or other pedestrian/bicycle areas within the development.
 - (3) Pedestrian-scale lighting shall be a maximum of fourteen feet (14') in height.
 - (4) All lighting shall be shielded from the sky and adjacent properties and structures, whether through exterior shields or through optics within the fixture.
 - (5) Using lighting to highlight, complement and reinforce landscape and architectural design focal points is strongly encouraged.
- (h) *Signage.* The intent of this section is to ensure that signage within Monroe's commercial corridors is consistent with the location and appearance of buildings on the property and neighboring properties, and that the signage is part of an overall design approach to the development. The type, amount and size of signage allowed on a property shall be in accordance with article VII (sign regulations) of this ordinance. However, the following provides additional signage standards for all commercial corridor design districts within the City of Monroe:
- (1) Lower, monument-style signs are preferred where visibility from the right-of-way is not an issue. Preferred monument signs are low, horizontal with raised lettering and set off by flowers, shrubs and/or a lawn.
 - (2) Sign materials shall relate to the materials and style of the building(s) they serve.
 - (3) The pole element of a pole-mounted sign shall be architecturally pleasing and in proportion to the sign that it carries.
 - (4) Ample landscaping shall be provided at the base of all signs.
 - (5) In general, multi-tenant signs are discouraged, especially where building mounted signs are easily read from the main street upon which the businesses front. In such cases, a single, plaza sign denoting the name of the plaza is preferred.
 - (6) Signs oriented to pedestrians (e.g., projecting signs supported by ornamental brackets) are strongly encouraged.
 - (7) Keep signs simple. Too many combinations of colors, type faces and symbols can result in visual chaos and should be avoided.

(Ord. No. 11,443, 11-12-13)



THANK YOU

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