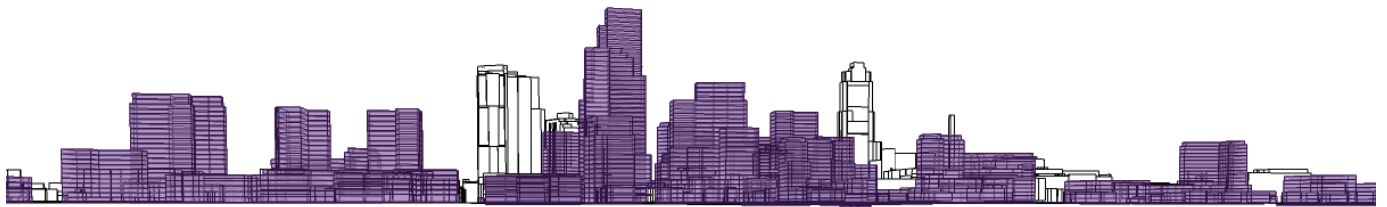


City of New Rochelle



Article XIV

Proposed Off-Street Parking and Loading Amendments

Section 331-125 & 126

DRAFT FOR REVIEW - November 4, 2015

ARTICLE XIV OFF-STREET PARKING AND LOADING

SECTION 331-125. PURPOSES

[Note: At the end of 331-125 add the following:] In case of any conflict between Article XIV and all provisions 331-186 Downtown Overlay Zone, the provisions of 331-186 shall prevail.

SECTION 331-126. SCHEDULE OF OFF-STREET PARKING AND LOADING REQUIREMENTS

[Amended 1-15-2002 by Ord. No. 19-2002; 7-16-2002 by Ord. No. 139-2002; 5-21-2003 by Ord. No. 106-2003; 1-20-2004 by Ord. No. 16-2004; 7-20-2004 by Ord. No. 165-2004; 12-14-2004 by L.L. No. 12-2004; 2-15-2005 by Ord. No. 42-2005; 3-15-2005 by Ord. No. 61-2005; 5-19-2005 by Ord. No. 118-2005; ; 6-14-2005 by L.L. No. 2-2005; 3-21-2006 by L.L. No. 2-2006; 11-21-2006 by Ord. No. 257-2006; 7-17-2007 by Ord. No. 182-2007; 6-17-2008 by Ord. No. 133-2008; 4-13-2009 by Ord. No. 71-2009; 6-15-2010 by Ord. No. 103-2010; 12-14-2010 by Ord. No. 205-2010; 7-19-2011 by Ord. No. 135-2011; 10-16-2012 by Ord. No. 171-2012; 4-17-2014 by Ord. No. 69-2014; 5-20-2015 by Ord. No. 117-2015]

The schedule of off-street parking and loading space requirements presents the minimum parking space and loading space requirements of this chapter. Where there is more

than one use, the minimum requirements shall be cumulative for all uses, except where shared use of parking or loading spaces is permitted by the approving agency pursuant to Subsection A or Subsection G herein. For uses that do not fall within the categories listed, or for uses where no minimum number of spaces is specified, the Building Official or designated representative shall recommend to the Planning Board minimum parking and loading space requirements based upon the specific nature of the proposed facility or use, and the Planning Board shall establish the requirements on that basis. Required spaces developed for specific structures and uses shall be reserved at all times to persons who are employed at or make use of such structures and uses, except where such parking spaces are dedicated to and accepted by the City of New Rochelle as public parking, or where arrangements for shared use are made pursuant to Subsection A or Subsection G below.

331-126. SCHEDULE OF OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS

Off-Street Parking and Loading Space Requirements			
Use		Minimum Number of Parking Spaces	Minimum Number of Loading Spaces
Residential			
	Multifamily dwelling	1.5 per dwelling unit, plus .25 for each bedroom	1, which may be utilized for parking within requirements for zoning chapter. Area shall be designated on site plan as to size and height, and its feasibility shall be acceptable to the Building Official.
		In the CPA District, 1.0 per dwelling unit	
	Attached dwelling unit, townhouse	In other than the PUD-AH District or the CPA: 1.5 per dwelling unit, plus 0.5 per bedroom	
		In the PUD-AH District: 1 per dwelling unit In the CPA: 1 per dwelling unit.	
	Independent living residences	In the CPA: 0.5 per dwelling unit	
	Adult care facilities	In the CPA: 0.20 per bed	
Recreational			
	Bowling alley	In CPA ¹ : 2 per lane; elsewhere: 4 per lane	
Institutional			
	Student residences	In CPA ¹ : 1 per 3 student resident beds	
	Library	In CPA ¹ : 1.3 per 1,000 square feet of GFA; elsewhere: 3.3 per 1,000 square feet of GFA	
	Civic/ institutional use	In CPA ¹ : 1 spaces per 500 square feet of GFA	
Commercial			
	Hotel	Within the CPA 0.8 per guest room, plus additional spaces as required for other uses; elsewhere 1 per guest room, plus 1 per employee, plus additional spaces as required for other uses;	1 for the first 100 units, plus 1 for each additional 100 units or major portion thereof, plus additional spaces as required for other uses

331-126. SCHEDULE OF OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS

Off-Street Parking and Loading Space Requirements			
Use		Minimum Number of Parking Spaces	Minimum Number of Loading Spaces
	Retail, national brand establishment	In CPA ¹ : 1 per 400 square feet of GFA; elsewhere: 1 per 250 square feet of GFA and 1 per 1,000 square feet of accessory use	0 to 5,000 square feet: none; 5,000 to 15,000 square feet: 1; 15,000 to 30,000 square feet: 2; 30,000 to 60,000 square feet: 3; 60,000 to 100,000 square feet: 4; each additional 50,000 square feet or major portion thereof: 1 additional
	Retail, store, shop, and personal service establishments	In CPA ¹ : 1 per 400 square feet of GFA; elsewhere: 1 per 250 square feet of GFA	0 to 5,000 square feet: none; 5,000 to 15,000 square feet: 1; 15,000 to 30,000 square feet: 2; 30,000 to 60,000 square feet: 3; 60,000 to 100,000 square feet: 4; each additional 50,000 square feet or portion thereof for other than retail use occupying a total of not less than 140,000 square feet of GFA in the DMU District: 1 additional; each additional 100,000 square feet or portion thereof of retail use occupying a total of not less than 140,000 square feet of GFA in the DMU District, as determined by the Planning Board in connection with site plan approval
	Retail, large-scale	In CPA ¹ : 1 per 400 square feet of GFA; elsewhere: 1 per 200 square feet of GFA	Same as above
	Retail, membership club	In CPA ¹ : 1 per 400 square feet of GFA; elsewhere: 1 per 250 square feet of GFA	Same as above
Industrial			
NOTES: ¹ CPA: Central Parking Area. (See Zoning Map)			

331-126. SCHEDULE OF OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS

A. Shared use of parking. The total number of off-street parking and loading spaces required shall be the sum of the requirements for each individual use, except that such total may be reduced in mixed-use districts by the Planning Board where the applicant demonstrates to the satisfaction of the Board that the capacity of the facility will satisfy the purposes of this chapter by reason of variation in the probable time of maximum use by residents, visitors, patrons, deliverers and/or employees as well as use of alternative modes of transportation.

(1) The applicant may submit a Parking Management Plan by using the standards provided in the most recent edition of Shared Parking published by the Urban Land Institute and other supporting nationally and locally recognized standards to demonstrate to the Planning Board the maximum parking demand required for each development. Where two or more uses on the Site or Off-Site locations complying with 331-126A(5) are able to share the same parking spaces because their parking demands occur at different times, the same parking spaces may be counted to satisfy the off-street parking requirements for each use upon the approval of a Parking Management Plan by the Planning Board. Applications for a Parking Management Plan approval shall include:

- (a) The names and addresses of the uses and of the owners or tenants who will share the parking.
- (b) The location and number of parking spaces to be shared.
- (c) An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of all uses as prepared by a parking consultant or traffic engineer.
- (d) A legal instrument such as a lease, easement or deed restriction that guarantees the

parking will be provided on-site or off-site so long as the associated uses remain, access to the parking for multiple uses according to an approved Parking Management Plan, the time periods under which each use will have rights to count spaces for purposes of the space requirements under Section 331-126, and restrictions on the hours of operation of each use, which shall be submitted to the Corporate Counsel of the City for review and approval.

(2) Approval of Shared Parking: The Planning Board may grant an application for shared parking associated with a Parking Management Plan if it finds that:

- (a) The analysis provided presents a realistic projection of parking demands likely to be generated.
- (b) Peak demand is sufficiently distinct so that the Planning Board is able to clearly identify a number of spaces for which there will rarely be an overlap of parking demand.
- (c) Rights to the use of spaces are clearly identified so as to facilitate enforcement.

ZONING ORDINANCE

City of New Rochelle

331-126. SCHEDULE OF OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS

G. Parking within the Central Parking Area

(1) Only those developments that are (a) located within the Downtown Overlay Zone and (b) fulfill the minimum requirements of the Downtown Overlay Zone are eligible to utilize the preferred parking standards of the Central Parking Area as defined in 331-126.G and designated as Central Parking Area (CPA) standards in 331-125.

(a) Where 331-126.G is silent about any matter relating to parking or development, applicable provisions of Article XIV that do not conflict with this 331-126.G shall apply. In case of any conflict between 331-126.G and any other provision of the City Code, 331-126.G shall control.

(2) Potential Reductions of Required Parking Spaces

In the Central Parking Area where applicants can demonstrate that certain additional off-street parking space reductions are justified, the minimum number of parking spaces required to be provided by an applicant seeking Site Plan approval, may be reduced. The following parking space reductions from the total requirements may be granted by the Planning Board where an applicant demonstrates to the Board the following parking reductions are justified:

(a). Non-Reserved Parking:

[1] For parking facilities of greater than 50 spaces applicants are eligible for up to a 10% parking reduction where 100% of residential parking is not reserved or dedicated for individuals or groups

[2] For parking facilities of greater than 50 spaces applicants are eligible for up to a 5% parking credit where 75% of residential parking is not reserved or dedicated for individuals or groups.

[3] All such reductions are at the discretion of the Planning Board.

(b). Attendant & Valet Parking:

[1] For parking facilities greater than 50 spaces and offering Attendant Parking facilities operated at least 16 hours per day, up to a 15% parking reduction shall be available at the discretion of the Planning Board.

[2] Parking facilities designed exclusively for use by attendant parking facilities may be designed to permit tandem parking and other compact parking formats.

[3] All attendant and valet parking facilities shall comply with the standards established in Article XXI: Valet and Attendant Parking

(c). Car Share Parking:

[1] For facility of 20 spaces or more, total required parking spaces may be reduced by 3 conventional parking spaces for every one Car Share space provided up to a maximum of a 15% reduction of the total parking required.

(d)Maximize Shared Parking

[1] The Applicant shall work with the Planning Board to ensure that as much as possible of any new parking is available for shared or public use.

(3) After considering all parking reductions permitted in 331-126A(1) and G(2) above, in no event shall the total required parking be reduced by more than (i) 50% in DO-1 and DO-2 or (ii) 30% in DO-3, DO-4, DO-5 and DO-6 below the base requirements established in 331-126. Schedule of Off-Street Parking and Loading Space Requirements.

(4) Off-Site Parking

(a) For a Development Site located within the Downtown Overlay Zone, Off-Site Municipal or Private Parking may be provided within 1,350 feet from such site.

(b) Up to 100% of on-site parking demand may be fulfilled by off-site parking.

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- (5) Mechanical Parking
 - (a) Applicants seeking to utilize mechanically-assisted parking facilities must demonstrate to the satisfaction of the Planning Board that safety, operational and dimensional design considerations have been met to receive permission to use this alternate parking facility type.
- (6) Fee-In-Lieu within the Central Parking Area
 - (a) Where an Applicant seeks to reduce the required number of off-street parking spaces within the Central Parking Area, the Applicant shall pay a Fee In-Lieu to the applicable Parking Agency according to a fee schedule established by the City Council in Chapter 133 - Fees.
 - (b) The fee schedule shall establish a one-time Fee-In-Lieu payment as well as an annual Fee-In-Lieu payment.
 - (c) The fee-in-lieu payments, including one-time and on-going fees, applicable to a specific site plan application shall be established at site plan approval and shall remain in place according to a fixed schedule of payments.
 - (d) The Fee-In-Lieu payments shall be dedicated to:
 - [1]Construction and operation of shared parking facilities
 - [2]Construction and operation of transit facilities or a transit service that will reduce the demand for parking in the downtown
 - (e) The Department of Development may, accept such fees to replace a portion of the required parking spaces which will not be provided on site, however in no case shall the reduction of parking exceed the standard established in 331-126G(3). Where appropriate, the Department of Development may require the submission of studies and plans by the applicant demonstrating that practical considerations preclude the provision of such parking spaces on site.