



**City Council
Agenda Memo**

City Council Meeting Date: 9/10/2015

TO: Robert Hanna, City Manager

FROM: Gordon Browning, Interim Director of Planning and Development Services

**Ordinance: (Final Reading) on an amendment to the Land Development Code (LDC)
SUBJECT: regarding Section 4.2.1.4 (h) Off-Street Parking – Design & Construction Standards,
Paving of Parking Areas for Permanent, Principal Uses.**

GENERAL INFORMATION

As part of new development and redevelopment, a minimum amount of parking is required to serve the new use. The current standard is for this parking to be paved with asphalt, concrete, or a similar surface approved by the City Engineer. A “similar surface” is intended to allow for hardscape alternatives, such as pavers or other specialty pavement. This is not intended for surfaces, such as caliche or gravel, which do not meet the ordinance definition of all-weather surface.

Recently there have been a few instances where a new business owner has requested to use one of these alternative surfaces. These surface types are not allowed as they do not provide both a durable and dustless surface as required. Based on these recent questions, the Planning staff is bringing this ordinance item for consideration and to seek clarification.

The purpose of this review is to clarify the City’s intent for appropriate parking surfaces for development other than single-family and two-family. Options include no changes, clarification of the current regulation to avoid confusion, or changes to the regulations to allow these alternative surfaces. The question comes down to two main issues. The first being what is an appropriate surface for engineering and technical reasons, such as fire protection, engineering standards for adequate parking areas, etc. The second issue is one of community appearance and aesthetics – what do we want the community, and new businesses, to look like.

Our peer cities do not allow unpaved surfaces for parking lots. Several reasons for not allowing unpaved surfaces include maintenance, accessibility for disabled persons, striping of parking spaces & firelanes, and stormwater control.

The section in the LDC being considered for possible amendment is Section 4.2.1.4 (h) Off-Street Parking – Design & Construction Standards, Paving of Parking Areas for Permanent, Principal Uses.

SPECIAL CONSIDERATIONS

The Planning and Zoning Commission discussed the issue of whether non-required parking or overflow parking should have a different standard and perhaps allow alternative surfaces such as caliche or gravel. However, the Commission recommended against any such change.

FUNDING/FISCAL IMPACT

STAFF RECOMMENDATION

Staff recommends no change to the current ordinance.

It must be noted that a business owner could use an alternative material than asphalt or concrete with an approved Planned Development or by seeking a variance. In the case of a variance, they would need to prove a hardship other than financial in order for the variance to be approved. That said, even if approved as a PD or by variance, staff believes that asphaltic or portland cement paved surfaces should be a requirement.

BOARD OR COMMISSION RECOMMENDATION

The Planning and Zoning Commission recommends no change by a vote of 4 in favor (Bixby, Dunnahoo, McClarty, & Famble) and none opposed.

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Ordinance Cover	Ordinance
<input type="checkbox"/> Ordinance Exhibit	Exhibit
<input type="checkbox"/> Supporting Information	Backup Material
<input type="checkbox"/> Research from Peer Cities	Backup Material
<input type="checkbox"/> Fire Response	Backup Material
<input type="checkbox"/> Public Works Response	Backup Material

AN ORDINANCE AMENDING CHAPTER 23, "LAND DEVELOPMENT CODE," OF THE ABILENE MUNICIPAL CODE, BY AMENDING CERTAIN SECTIONS AS SET OUT BELOW; PROVIDING A SEVERABILITY CLAUSE; DECLARING A PENALTY AND CALLING A PUBLIC HEARING.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ABILENE, TEXAS:

PART 1: That Chapter 23, part known as the "Land Development Code," of the Abilene Municipal Code be amended as set out in Exhibit "A," attached hereto and made a part of this ordinance for all purposes.

PART 2: That if any provision or any section of this ordinance shall be held to be void or unconstitutional, such holding shall in no way affect the validity of the remaining provisions or sections of this ordinance, which shall remain in full force and effect.

PART 3: That any person, firm or corporation violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not more than Five Hundred Dollars (\$500.00). Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense.

PASSED ON FIRST READING this 27th day of August A.D. 2015.

A notice of the time and place, where and when said ordinance would be given a public hearing and considered for final passage, was published in the Abilene Reporter-News, a daily newspaper of general circulation in the City of Abilene, said publication being on the 17th day of July, 2015, the same being more than fifteen (15) days prior to a public hearing to be held in the Council Chamber of the City Hall in Abilene, Texas, at 8:30 a.m., on the 10th day of September, 2015, to permit the public to be heard prior to final consideration of this ordinance. Said ordinance, being a penal ordinance, becomes effective ten (10) days after its publication in the newspaper, as provided by Section 19 of the Charter of the City of Abilene.

PASSED ON SECOND AND FINAL READING THIS 10th day of September, A.D. 2015.

ATTEST:

CITY SECRETARY

MAYOR

APPROVED:

CITY ATTORNEY

EXHIBIT "A"

AMEND: Section 4.2.1.4 Off-Street Parking - Design & Construction Standards

REVISE: Revise standards for parking lot pavement requirements.

- (h) **Paving of Parking Areas for Permanent, Principal Uses.** All required or provided parking areas for permanent, principal uses shall be paved according to City standards and specifications for all-weather surfaces as provided in this LDC and/or in other applicable City codes.
- (1) For single-family and two-family dwellings existing as of the effective date of this LDC, the all-weather surface may be composed of gravel, per City design standards. (However, the driveway extending from the street to the private property boundary shall be paved the same as all other parking areas.)
 - (2) For all other parking ingress, egress, and loading areas, the all-weather surface shall be composed of asphaltic or Portland cement bind pavement or other pavement material approved by the City Engineer, so as to provide a durable and dustless surface. The off-street parking area shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide the orderly and safe loading or unloading, parking and storage of vehicles.
 - (3) Parking lines in parking lots must be clearly marked by paint, buttons, or other approved material, except that areas used solely for display of vehicles for sale or rental are not required to have marked parking lanes. Vehicle storage areas which are fenced or screened, and are not open to the public, are exempt from these requirements.

-END-

Land Development Code (LDC)

Section 5.1.1.4 General Definitions

(a) **General Definitions.** The following general definitions shall be used for wording and interpretation of wording throughout this LDC.

- (8) **ALL-WEATHER SURFACE:** Paving material that provides a hard base for automobile use. The all-weather surface shall be composed of asphaltic or Portland cement bind pavement or other pavement material approved by the City Engineer, so as to provide a durable and dustless surface.

Zoning Ordinance (effective March 26, 1984)

23-315.2. H. Surfacing

All off street parking spaces, as well as accompanying maneuvering areas and driveway access, shall have an all-weather surface. For single family and two family dwellings, the all-weather surface may be composed of gravel. (However, the driveway extending from the street to the private property boundary shall be paved the same as all other parking areas.) For all other parking areas, the all-weather surface shall be composed of asphaltic or Portland cement bind pavement, or a penetration surface, so as to provide a durable and dustless surface. The off street parking area shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide the orderly and safe loading or unloading, parking and storage of vehicles.

Zoning Ordinance (effective September 26, 1974)

32-15.3 OFF-STREET PARKING AREA REQUIREMENTS

3. Surfacing

All off-street parking areas shall be surfaced with asphaltic or Portland cement binder pavement so as to provide a durable and dustless surface. The off-street parking area shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide for orderly and safe loading or unloading, parking and storage of vehicles.

O. Minimum Paving Classes

	<u>1 & 2 Family</u>	<u>Non-Residential & Multifamily</u>
Motor Vehicle Parking, Maneuvering, Storage, Display, Staging, Etc. ^v	3 ⁱ	7 ⁱⁱ
Temporary Motor Vehicle Parking Longer Than 6 weeks ⁱⁱⁱ	2	2
Temporary Motor Vehicle Parking Less Than 6 weeks ⁱⁱⁱ	1	1
Fire Lanes, Permanent	N/A	9
Fire Lanes, Temporary	N/A	7
Driveway, ROW	10	10
Sidewalks, ROW or Easement ^{iv}	4	4
Driveway, Private Property	3 ⁱ	7
Sidewalks, Private Property	1	1

PAVING CLASS DESIGNATIONS (SEE DETAIL SHEETS):

1. No Minimum
2. Two-(2) inch gravel minimum.
3. Concrete 4" thick 3000 psi with #3 bars 18" O.C.
4. 4" thick 3000 psi, concrete minimum, 3-#3 longitudinal reinforcement bars and #3 transverse bars @ 18" O.C. Jointing and spacing per detail sheet.
5. Asphalt 3" type "B" Base + 1" type "D" surface.
6. Reserved.
7. Asphalt 5" type "B" Base + 1" type "D" surface.
8. Concrete 5" thick 3000 psi with #3 bars 18" O.C.
9. Concrete 7" thick 4000 psi with #3 bars 18" O.C..
10. Concrete shall match existing street thickness (minimum 7" thick) 4000 psi (comp) #3 bars 18" O.C.

GENERAL NOTES:

- A. Subgrade under all paving classes shall be compacted to 95% of maximum density per ASTM D698.
- B. Alternate designs may be approved by the Engineering Department based on soil reports & analysis by a Texas registered engineer.

FOOTNOTES:

- I. For 1 & 2 family lots greater than 20,000 SF and with driveways longer than 40' and with existing unpaved parking areas: Gravel four(4) inches thick minimum with 2"x4" treated wood border anchored once every five (5) feet. Additional off street parking paving class must be equivalent to the paving class that exists for required parking.
- II. In the (FWY) Freeway District, see article XVI Section K(1)(b) of the Comprehensive Zoning Ordinance.
- III. For authorized construction office trailers, real estate sales, Christmas tree lots and snow cone stands.
- IV. Concrete paving classes No. 4 or higher only.
- V. Interim uses as authorized by the Comprehensive Zoning Ordinance may be paving class #2.

35.14.9 Development and Maintenance.

The development and maintenance as provided below shall apply in all cases, except single and two-family dwellings. All parking shall meet the minimum requirements of Subchapter 13.

1. **Paving.** All required parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphalt or comparable surfacing, constructed to standards on file in the office of the Director of Engineering. Parking lots in residential zones that contain less than 10 spaces may be surfaced with a permeable material, such as crushed rock, to the standards on file in the office of the Director of Engineering.
2. **Drainage.** All required parking areas, aisles and turnarounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
3. **Driveway approaches.** Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the Director of Engineering.
4. **Marking.** Parking lots of more than 5 spaces shall have all spaces permanently and clearly marked.
5. **Wheel stops.** Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, sidewalks and no vehicle shall overhang a public right-of-way.
6. **Maintenance.** Parking facilities shall be continually maintained in compliance with the Site Plan and shall be free of litter and debris.

35.14.10 Bicycle Parking.

The use of bicycles as an alternative transportation method should be encouraged by the provision of bicycle parking spaces. The following standards are intended to serve as guidelines and are not a requirement for the approval of any development application.

A. Quantity of Parking Spaces.

1. All commercial uses should provide a minimum of two bike parking spaces.
2. In addition, all uses which require off street parking should provide one bicycle parking space for every 20 required auto parking spaces.

B. Bicycle Parking Design Standards.

1. Bicycle parking should be visible and convenient to cyclists and that provide sufficient security from theft and damage.
2. Bicycle parking design alternatives are specified in the Transportation Criteria Manual.

(Amended Ord. No. 2005-176, 06/21/2005)

(Amended Ord. No. 2005-224, 08/16/2005)

(Amended Ord. No. 2008-158, 07/15/2008)

ARTICLE 10: PARKING AND LOADING STANDARDS

- J. The stipulated minimum parking space requirement set forth in this Ordinance may be reduced by the Development Review Committee, based upon the written findings of a qualified parking consultant, that the particular use(s) involved are adequately served by regularly scheduled public transportation that will provide levels of service such that the use of private passenger vehicles will be significantly reduced.
- K. If Lighting is provided, reference Article 10 "Parking and Loading Standards", Section 16 "Glare and Lighting Standards".
- L. All parking spaces shall be accessible at all times from a street, alley, aisle, or driveway intended to serve such off-street parking.
- M. Refer to Article 8, "Landscape and Screening," of the Unified Development Code (UDC) for landscaping requirements in parking areas.
- N. Non-residential parking areas shall be used for passenger and service vehicles only and in no case shall be used for sales, repair work, dismantling or service of any vehicles or equipment.

SECTION 4 - MINIMUM PAVEMENT CONSTRUCTION ON OR WITHIN NON-RESIDENTIAL PRIVATE PROPERTY

- 10.4.1 All off-street access drives, fire lanes and parking lots, not including drive approaches, shall be constructed to these minimum standards. Certain soil conditions or circumstances may warrant additional strengths, thickness and standards that would exceed the following specified minimums.
- 10.4.2 Additional standards, strengths and designs would be the responsibility of the developer or contractor.
- 10.4.3 All non-residential private access drives, fire lanes and parking lots and all multi-family private access ways, drives, fire lanes and actual parking stalls or spaces shall be concrete and constructed of:
 - A. A minimum five (5) inches of 3000 PSI (5-sack mix minimum) concrete with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This shall be placed on top of minimum six (6) inches depth of six (6) percent by volume lime stabilized sub grade compacted to ninety-five (95) percent standard proctor density; or
 - B. A minimum five (5) inches of 3000 PSI (5-sack mix minimum) concrete with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This shall be placed on top of a minimum of six (6) inches in depth of crushed stone base which meets the Standard Specifications for Public Works Construction, North Central Texas Item 2.1.3.(b); or,
 - C. A minimum six (6) inches of 4000 PSI (5-sack mix minimum) with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This

ARTICLE 10: PARKING AND LOADING STANDARDS

shall be placed on top of scarified and recompacted sub grade compacted to a depth of 8" to 95% standard protector density at optimum moisture.

- D. Saw joints, expansion joints, expansion joint materials, seals and joint spacing shall be appropriately placed and/or provided.

10.4.4 The City's Building Inspection Department will check applicable concrete forms, thickness requirements of the concrete and inspect for the necessary steel reinforcement, as specified by this Ordinance prior to placement of concrete on site.

10.4.5 When intended use, soil classifications, characteristics and conditions occurring on a site warrant an alternative concrete design for pavement thickness, specifications of materials and sub grade improvements may be submitted to the City for consideration under the following conditions:

- A. Any such alternative concrete design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the intended use (loading) of the pavement and the soil and/or sub grade conditions on location for the project. The engineering design and specifications submitted to the City may be reviewed by the City Engineer or designee. If the alternate concrete design is determined to be acceptable for its intended use, it may be utilized for construction purposes. Prior to the acceptance of the paving, the owner shall submit a letter from the engineer of record stating that the project has been installed according to his plans and specifications. The engineer shall be licensed to practice civil engineering in the State of Texas.

10.4.6 Alternate Pavement Type for Non-Residential Development

- A. Alternate pavement types such as asphalt may be specifically approved as an exception to the concrete standard. The minimum section shall be structurally equivalent to the minimum required concrete section and any such alternate pavement type design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the intended use (loading) of the pavement and the soil and/or sub grade conditions and improvements.
- B. The use of this alternate pavement type shall be subject to approval by the City Engineer or designee. Approval for the use of an alternate pavement type may include, but not be limited to, the un-weighted application of the following criteria:
 - 1. The alternate pavement design exhibits similar structural and maintenance characteristics as that of the required concrete paving specified in Section 10.4.4., as determined by the City Engineer or designee, for the type of use (loading) proposed.
 - 2. The property for which the alternate paving is proposed is accessed from an asphalt paved street, and more than 50% percent of the lots facing said asphalt paved street, as measured between two intersecting streets, are paved with a dust free surface other than concrete.

10-5

Grand Prairie

K:Heen

(Ord. No. 06-37, § I, 3-28-06; Ord. No. 06-110, § I, 9-26-06)

Sec. 28-135. Parking on all-weather surface required.

(a) Except as provided in this section, it shall be unlawful to park any vehicle on anything other than an all-weather surface. An all-weather surface shall consist of Portland cement concrete or an impervious bituminous surface over a compacted base or other surface approved by the building official. The parking surface for property zoned or used for commercial and multi-family use must be capable of retaining paint or striping material.

(b) The provisions of this section shall not apply to:

- (1) property zoned or used as residential where there is no driveway;
- (2) property zoned or used as residential where no on-street parking is allowed on the street or streets adjacent to the residence;
- (3) vehicles parked during parades or other sanctioned events;
- (4) vehicles screened from public view by the methods stated in sections 31-20 or 31-280 (screening devices), or in section 8-512 (landscaped screening devices);
- (5) Property zoned or used as residential where any boat, trailer, or travel trailer is parked on concrete blocks, pavers or brick laid in a manner sufficient to meet the standards of off-street parking requirements of chapter 31. The blocks, pavers or brick must be a minimum of three (3) inches thick. Blocks, pavers, or brick only under the wheels or in a path for the wheels is not sufficient; or
- (6) Property zoned or used for commercial purposes with parking areas that were not all-weather surfaces prior to September 24, 2002, and that have remained unchanged since that date. Any subsequent expansion of a parking area that existed prior to September 24, 2002, shall conform to the requirements of subsection (a) above. The exception provided by this section shall no longer apply if the property is sold.

(c) Any person who owns or controls any lot, parcel of land, or premise within the city limits having on it a vehicle in violation of this section shall be required to remove such vehicle within ten (10) days from the date of the written notice from the code enforcement director if the property is used as residential or within sixty (60) days from the date of written notification from the code enforcement director if the property is used as commercial. If another vehicle is parked on the same property in violation of this section within twelve (12) months after the times provided above, and the city has not been informed in writing by the owner of an ownership change, a citation for violation of this section may be issued to the owner or person in control of the lot, parcel of land or premise without providing additional notice.

(Ord. No. 06-37, § I, 3-28-06; Ord. No. 06-110, § I, 9-26-06)

Sec. 28-136. Exceptions in certain districts and economic hardship.

(a) The provisions of sections 28-132, 28-134 and 28-135 shall not apply to property in any district zoned A or A-R1. If property in a district zoned A or A-R1 is re-zoned to a less restrictive zoning district, sections 28-132, 28-134 and 28-135 shall not apply to such property for a period of three (3) years from the date the zoning is approved.

Lubbock

Sec. 22.03.131 Definitions

For the purposes of this division, the following definitions shall apply:

Golf course. An irrigated and landscaped playing area made up of greens, tees, fairways, roughs and related areas used for the playing of golf.

Handheld hose. A hose attended by one person, fitted with a manual or automatic shutoff nozzle.

Hose-end sprinkler. A sprinkler that applies water to landscape plants that is piped through a flexible, movable hose.

Impervious surface area. Any structure or any street, driveway, sidewalk, patio or other surface area covered with asphalt, concrete, brick, paving, tile, or other material preventing water from penetrating the ground.

Irrigation device. Any manually operated or automated sprinkler head, hose, faucet, hose-end sprinkler, or a soaker hose, or combination thereof, that sprays water in the air or any other device capable of irrigating, in whole or in part, landscape lawns or landscape plants.

Irrigation system. Also referred to as an in-ground or permanent irrigation system, a system with fixed pipes and emitters or heads that apply water to landscape plants.

Landscape irrigation or landscape irrigation use. Water used for the irrigation and maintenance of landscaped areas, whether publicly or privately owned, including residential and commercial lawns, gardens, golf course greens, tees, and fairways, parks, athletic fields, street or alley rights-of-way and medians.

Landscape plant. Any member of the Kingdom Plantae, including any tree, shrub, vine, herb, flower, succulent, ground cover or grass species, that grows or has been planted out-of-doors.

New landscape plant or new landscape material. Any plant or seed planted in or transplanted to an area within such period of time as to accomplish a reasonable establishment and maintenance of growth.

Rainbow, Zack

From: Katya Copeland <KACopeland@mail.ci.lubbock.tx.us>
Sent: Monday, August 3, 2015 11:31 AM
To: Rainbow, Zack
Subject: paving standards

(108) *Off-street parking space:* An area for the temporary storage of an automobile which shall be permanently reserved for such purpose and which shall not be within or on any public street, alley or other right-of-way. Such area shall:

- (A) Have a permanent all-weather surface paved in accordance with city standards for residential streets.
- (B) Have dimensions for each space of not less than nine (9) feet by eighteen (18) feet.
- (C) When off of any alley, have dimensions for each space of not less than nine (9) feet by twenty-four (24) feet.
- (D) Be accessible by an all-weather-surfaced drive of sufficient width to provide for access and maneuvering, which drive shall connect with a dedicated street or alley, provided, however, such drive shall not be required for spaces that abut an alley.
- (E) Be appropriately defined or marked to delineate one space from another.
- (F) Be so designed and regulated that no parking, or maneuvering incidental to parking, shall be on any public street or walk. Provided, however, this provision shall not apply to access from an alley or to single or two-family units.
- (G) Provide adequate barriers to keep any parked vehicle from extending into or overhanging any public right-of-way.
- (H) Be so designed that any vehicle may be parked and unparked without requiring the moving of any other vehicle.
- (I) Be located on the development lot.

Division 3. "R-1" Single-Family District

Off-street parking-Provisions.

- (1) Any lighting of drive or parking areas shall be so designed as not to cause any glare on any other residential or apartment zoned area in the vicinity.
- (2) Plans for off-street parking areas, except for single-family detached dwellings, shall be submitted to be checked and approved as to number of spaces, access, and ingress and egress by the city traffic engineer under the terms of this district and the city's driveway regulations.

(c) *Special off-street parking regulations.*

- (1) In computing the parking requirements for any building or development, the total parking requirements shall be the sum of the specific parking space requirements for each class of use included in the building or development.
- (2) In the 1F-1 through NS Districts, no truck, truck trailer or van larger than one ton rated capacity and exceeding 20 feet in length shall be parked at any place in such districts, except during the process of loading or unloading and except that such a vehicle which does not have a total of more than two axles may be parked only in a location where a detached accessory building of a one- or two-family dwelling could be located as specified by Section 11-1-7(H).

Parking of motor homes and other recreational vehicles designed or used as living quarters is excluded and is limited by Section 5-5-17 of the City Code.

- (3) Floor area of structures devoted to off-street parking of vehicles shall be excluded in computing the off-street parking requirements of any use.
- (4) In order to be considered in satisfaction of the off-street parking space requirements of subsections (a) and (b) above, a parking space shall be paved with asphalt or concrete or similar all-weather surface, be provided with a similarly paved driveway connecting it to a street or alley, and consist of a marked area measuring not less than nine feet by 18 feet, together with sufficient area for backing or maneuvering to permit free ingress and egress.
- (5) No off-street parking space adjacent to a public street wherein the maneuvering of the vehicle in parking or leaving the parking space is done on the public street shall be classified as off-street parking in determining satisfaction of any parking requirements herein specified, except that parking requirements for one- and two-family dwelling units may be met in such manner. No parking space which projects into the public right-of-way of any street or alley shall be classified as an off-street parking space in satisfaction of these requirements.
- (6) Access to parking lots or areas which are accessory to or serve nonresidential uses in the O-1 through HI or nonresidential planned districts shall not be through, or from streets in, residential districts. Similarly, access to parking lots or areas

which are accessory to or serve multiple-family or single-family attached dwellings in multiple-family or nonresidential districts shall not be through, or from streets in, one-family or two-family districts.

**CHAPTER EIGHT
ZONING REGULATIONS**

- (2) Where a lot has less area than herein required and all the boundary lines of that lot touch hands under other ownership on the effective date of this ordinance that lot may be used for any of the uses, except churches, permitted by this section.
- (3) For churches and main and accessory buildings, other than dwellings and buildings accessory to dwellings, the lot area shall be adequate to provide the yard areas required by this section and the off-street parking areas required in subchapter D.
- (f) Coverage: Main and accessory buildings shall not cover more than twenty-five percent (25%) of the lot area on interior lots, and thirty percent (30%) on the lot area on corner lots; accessory buildings shall not cover more than twenty percent (20%) of the rear yard.

8.200-5 HEIGHT REGULATIONS

No building shall exceed two and one-half (2 ½) stories or thirty-five (35) feet in height except as provided in section 8.303.

8.200-6 OFF-STREET PARKING shall be provided in this district in accordance with the following schedule and Section 8.400:

- 8.200-6.1** *Dwelling:* Two (2) parking spaces for each dwelling unit.
- 8.200-6.2** *Garage Apartments:* Two (2) parking spaces for each dwelling unit.
- 8.200-6.3** *Guest Rooms:* One (1) parking space for each lodging room.
- 8.200-6.4** *Parking & Driveway- Size, Location & Configurations:*
- 8.200-6.5** *Individual parking spaces*, regardless of shape, shall provide a clear rectangular parking space of not less than nine (9) feet in width and a length of not less than twenty (20) feet (plus required accessibility space as required for Handicap Parking where applicable).
- 8.200-6.6** *Parking Space* shall be provided at a location off public right-of-way and out side of the sight clearance triangle at right-of-way intersections as prescribed elsewhere in this code.
- 8.200-6.7** *Driveway Widths, Locations and Approach Configurations* shall be constructed in accordance with the Public Works Codes as defined elsewhere in this code.
- 8.200-6.8** *Off-street Driveway & Parking Areas* shall be constructed and maintained with Asphalt, Concrete or other approved paving materials capable of supporting all vehicles used thereon, in all weather conditions, without emitting dust or mud onto adjacent street or adjoining property during normal and customary use.

from General Development Standards in CITY OF SAN ANGELO Zoning Ordinance

Section 511. Off-Street Parking Standards

- A. Off-Street Parking Required
 - B. Required Off-Street Parking Table
 - C. Rules for Determining Off-Street Parking Requirements
 - D. Location of Off-Street Parking Facilities
 - E. Shared Parking
 - F. Maintenance and Design of Off-Street Parking Facilities
3. All areas used for required off-street parking shall be paved, unless specifically exempted by provisions of this Section. [NOTE: A later paragraph exempts certain residential properties in Ranch & Estate zoning districts from requirements for paved parking and driveways.]

definitions from CITY OF SAN ANGELO Zoning Ordinance

Off-street parking space. An area of appropriate dimensions for parking an automobile not located on a public street or alley. Any off-street parking space may be enclosed or unenclosed, and includes a driveway connecting the parking space with a street or alley permitting free ingress and egress.

Paved surface or paving. Any of the following methods of covering a surface upon which motor vehicles are driven:

- 1. hot-mix asphaltic concrete, minimum thickness 1¼ inches;
- 2. two-course penetration surface composed of two layers of crushed stone and asphalt;
- 3. concrete, reinforced, minimum thickness of 5 inches;
- 4. brick pavers or other special finish surfaces, including any proposed finish other than those specified above, subject to review and approval by the Building Official.

Parking, Loading & Site Access

The design of all parking, loading and site access facilities (including streets, sidewalks, and driveways) shall comply with the "Parking and Access Design Standards" section of this document, and with the following additional standards.

- ⊙ Every parking lot and driveway shall be graded for proper drainage and provided with an all-weather surface (concrete, HOT mix asphaltic concrete, surface treatment) as approved by the City Engineer, maintained at all times in such a manner as to prevent the release of dust, and shall be kept free of dust, trash and debris.
- ⊙ Driveways, except where designed for one-way traffic flow within a parking lot, shall not be less than 24 feet in width or more than 40 feet in width. The driveway system shall allow for unobstructed emergency access at least 16 feet in width as close as possible to each structure, and shall be clearly marked to prohibit parking or other obstruction of such emergency access (See Part V, "Off-Street Parking and Loading", Waco Zoning Ordinance).
- ⊙ A required off-street loading space shall be at least 12 feet in width and at least 45 feet in length exclusive driveways, aisles, ramps, maneuvering space, columns, work areas, and shall have a vertical clearance of not less than 15 feet. Where a use is not required to have a loading space, provisions shall be made for incidental deliveries and refuse pickup, which shall not interfere with on-site or off-site traffic movements.
- ⊙ Each required off-street loading space shall be designed with appropriate means of vehicular access and circulation to a street from a driveway in a manner, which will least interfere with traffic movements, and no area allocated to any off-street loading areas shall be used to satisfy the space requirements for any off-street parking facilities.
 - ⊙ All open off-street loading spaces, access drives, aisles, and maneuvering space shall be improved with a compacted base and a permanent-wearing surface as approved by the City Engineer.

APPENDIX B - ZONING
6000 - GENERAL REGULATIONS

6210 - BASIC PROVISIONS

1. Off-street parking facilities and loading facilities shall be provided for any new building constructed, for any new use established, for any addition or enlargement of an existing building or use, any enlargement to or addition of on-site or off-site parking, or any change of occupancy or manner of operation that would result in additional parking spaces being required. The additional parking may be required only for such addition, enlargement, or change and not for the entire building or use unless it is determined that the conformity with parking as required herein is such that, based on historical function of the use or similar such uses, there is need for additional parking. The department of community development shall evaluate the applicability for requiring additional parking spaces resulting from the addition, remodeling or expansion of a use.
2. All parking facilities shall be maintained as required herein. Such facilities shall be used exclusively for the temporary parking of motor vehicles. Parking facilities as required herein shall not be used for the sale, display, or storage of merchandise, for the storage or repair of vehicles or equipment or other such activity other than providing public and employee parking as required herein.
3. When vehicle access is taken directly from the alley, garages, carports or other form of covered parking shall be setback at least five feet from the edge of the property line.
4. Every parking space shall be striped or marked by a wheel stop. Safety barriers, wheel stops, protective bumpers or curbing shall be provided to prevent encroachment onto adjoining public or private property.
5. All drive surfaces shall be hard-surfaced with HMA or concrete suitable for continued use by vehicles of the type intended. The city may require details of paving sections, and modifications thereof, prior to plan or permit approval to ensure function and longevity for the intended use. Proposed alternatives to address the intent of this provision, shall be considered on a case-by-case basis.
6. All new, additional or expanded parking shall be subject to landscaping requirements of section 6800
7. Where screening is required to address the intent of this ordinance, no vehicular alley access for ingress and egress to off-street parking facilities shall be permitted to break or otherwise to provide openings in the required screen.
8. All parking and loading facilities shall be located on the same site as the use for which such facilities are required, except as authorized herein.
9. The department of community development may approve locating a portion of the required parking on another site when both the primary use and parking facility are located in a zoning district which permits that use.
10. Off-site parking shall be located within 300 feet of the use which it serves, measured as the shortest practical walking distance from the nearest off-site parking space to the nearest entrance to the building or use which it serves.
11. Off-site parking proposed to share parking with an adjacent use shall require approval by the city. A written agreement with the owner of the off-site parking area, by a party authorized to enter such agreement, to assure the continued availability of the required parking area shall be required. Such agreement shall be on a form supplied by the city, filed for record at the county courthouse and a copy provided to the city. [\[Back to top\]](#)

Fire Marshal Recommendation Regarding Fire Apparatus Access

Currently, the Fire Marshal's Office operates under the 2009 International Fire Code with local amendments. These codes along with amendments were adopted by the City Council in 2011.

In regards to fire access roads and surfaces, the referenced code amendment reads, "An engineered road constructed of asphalt, concrete, processed road base material or other approved driving surface capable of supporting the imposed loads of a fire apparatus. The road shall be properly graded to drain so as to prevent the road from failing to support the fire apparatus imposed load during a rainfall event." This amendment also deals with the drastic amount of water flow imposed by fire extinguishment. Our firefighting tactics would be altered negatively or made impossible if we could not count on firm footing for our ladder and engine operations. Our heaviest fire apparatus is Ladder 6. Its total weight with water and gear is 70,000 pounds. The Fire Department requires access that can manage these loads, especially during ladder operations where outriggers are secured. In order for us to approve a road base that is not concrete or asphalt, we require it to be verified by an engineer that it can withstand the loads we may impose even during rain events. Abilene Solid Waste also needs similar access. They visit locations on a daily basis. Their largest vehicle with a full load can be 70,000 pounds.

The above-mentioned code also regulates distance for Fire Department access. We require that approved driving surfaces allow our apparatus to be within 150 feet of any outside lower portion of a building. This distance can be increased if the building contains an automatic fire sprinkler system. The primary reason for this is the ability to stretch fire hose to any portion of the building.

The fire department's position is the Land Development Code should not be changed regarding access and parking. We can count on asphalt and concrete beneath our fire apparatus. It needs to be properly graded for drainage and be maintained in that way.

Jim Moore
Abilene Fire Marshal

From: [Bryner, Ben](#)
To: [Dunlap, Danette](#)
Subject: FW: Caliche/gravel/rock for parking lots
Date: Wednesday, September 2, 2015 8:22:10 AM
Attachments: [image001.jpg](#)

Thanks Danette!

Ben Bryner, AICP

Planning Services Manager
City of Abilene
(325) 676-6475
(325) 676-6242 Fax

From: Rice, Michael
Sent: Tuesday, September 01, 2015 4:25 PM
To: Bryner, Ben
Cc: Browning, Gordon; Rogge, James; Vela, David; Hanna, Robert
Subject: Caliche/gravel/rock for parking lots

Ben,

When considering the use of caliche/gravel/rock for parking lots, it is always good to review the current minimum standards. For Off-Street Parking, the existing Land Development Code “**prohibits parking upon grass or other non-paved area** in any zoning district except in the AO or Rural Residential districts.” (Section 4.2.1.3.a.1) Additional Land Development Code requirements include, “For all other parking ingress, egress, and loading areas, the **all-weather surface** shall be composed of **asphaltic or Portland cement bind pavement** or other pavement material approved by the City Engineer, so as to provide a **durable and dustless surface**.” (Section 4.2.1.4.h.2)

The requirement of installing asphaltic or concrete pavement within parking areas has many advantages over a caliche/gravel/rock surface. For employees and customers of any location, a more permanent and durable paving surface provides many direct advantages including: improved storm water drainage, defined driving ailes and parking spaces which encourages orderly and safe loading and unloading operations, defined pedestrian access routes with ADA complaint access, a safe and durable walking surface (important to those in high heels or boots), minimal risk to pavement surface deterioration as a result of normal traffic and weather, and reduced risk of water ponding and/or ice

accumulations. While many of these reasons are for employee and customer convenience, others are safety related and help protect the public. The main disadvantage of a concrete or HMAC (hot mix asphaltic concrete) paved parking surface when compared to a caliche/gravel/rock parking surface is cost.

The single major advantage of installing a caliche/gravel/rock surface instead of a concrete or HMAC (hot mix asphaltic concrete) parking area is the cost of construction. Disadvantages of the caliche/gravel/rock surface is the accumulation and generation of dust, tracking of material off site into the streets and the establishments, and the discharge of sediment into the storm water system.

As the Director of Public Works, I strongly support the existing requirement for an all-weather, asphaltic or Portland cement pavement surface for off-street parking areas.

Michael G. Rice, P.E.

Director of Public Works
City of Abilene
office: 325-676-6284
public-works

