BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

That Ordinance #2009-12 be amended by inserting a new section after section 3.10 on line 130 as follows:

3.11 Maximum number of parking spaces. The maximum number of parking spaces shall not exceed 25% over the number of parking spaces required by the code.

ADOPTED: SEPTEMBER 14, 2009

SYNOPSIS

The proposed amendment to the ordinance would create a maximum number of parking spaces to be created with a site.

Actions History:

September 14, 2009 - Introduced at Council
August 17, 2009 - Introduced at Planning Commission
BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN
COUNCIL MET:

That Ordinance #2009-12 be amended by eliminating lines 98-101 in their entirety, and by
eliminating the following text from line 75:

(except as stated in Section 3.9d(1))

SYNOPSIS

The proposed amendment would eliminate the ability to grant a parking reduction
of up to 75% in the Downtown Target Area.

ADOPTED: SEPTEMBER 14, 2009
BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN
COUNCIL MET:

That Ordinance #2009-12 be amended by adding the following text the end of line 117 regarding
bicycle parking:

The planning commission may waive the requirement for the bicycle parking if it is
demonstrated that bicycle parking would not be appropriate for safety reasons or due to the
nature of the use of the site.

ADOPTED: SEPTEMBER 14, 2009

SYNOPSIS

The proposed amendment would allow for the Planning Commission to waiver
the bicycle parking requirement in certain cases.
BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

That Ordinance #2009-12 be amended by adding the following subsection (a) following line 73:

(a) Campus Parking Plan – When a new building or building addition is made to a campus involving multiple buildings under common ownership where one or more of the uses will be generating demand for parking when the other use or uses are not in operation, the applicant shall present a campus parking plan as a part of the site development plan that includes an analysis of the parking needs based on the provisions of section 3.8 of this article.

ADOPTED: SEPTEMBER 14, 2009

SYNOPSIS

The proposed amendment would clarify that applicants for new buildings or building additions on a campus of multiple buildings should include a campus parking plan with their site development plan application.
BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

That Appendix B – Zoning, Article 3 – District Regulations, Section 1 - One-Family Residence Zones, Subsection 1.15 - Accessory uses, limited to the following, Paragraph (f), be amended to read as follows:

(f) Dormitories accessory to schools, provided that such dormitories conform to the bulk regulations of the RG-1 zone. For purposes of computing bulk requirements, each four rooms shall be considered one dwelling unit. Parking shall be calculated as identified in Article 6 - Off-Street Parking, Section 3 - Required off-street parking spaces, Paragraph 3.1 - Schedule of requirements.

BE IT FURTHER ORDAINED:

That Appendix B - Zoning, Article 6 - Off-Street Parking, Driveways and Loading Facilities, Section 3 – Required Off-Street Parking Spaces, be amended to read as follows:

3.1 Schedule of requirements. Accessory off-street parking spaces, open or enclosed, shall be provided for any lot as specified in article 4, zone bulk and parking regulations, or as specified below for each use in any zone, whichever is greater.

Table Inset:

<table>
<thead>
<tr>
<th>For:</th>
<th>At Least One Parking Space For Each</th>
</tr>
</thead>
<tbody>
<tr>
<td>Places of worship</td>
<td>Two hundred (200) square feet of floor area, but not less than one (1) space for each four (4) seats, where provided</td>
</tr>
<tr>
<td>Libraries</td>
<td>Three hundred (300) square feet of floor area</td>
</tr>
<tr>
<td>Medical Offices – all types</td>
<td>Three hundred (300) square feet of floor area</td>
</tr>
<tr>
<td>Nursery school or kindergarten</td>
<td>Adult attendant, plus one for every 20 children</td>
</tr>
<tr>
<td>Elementary or junior high school</td>
<td>Eight (8) seats in main auditorium/cafeteria or gymnasium</td>
</tr>
<tr>
<td>High school, technical school, college or university</td>
<td>Five (5) seats in main auditorium/cafeteria or gymnasium; if none, see Article 4 - Zoning, Bulk and Parking Regulations</td>
</tr>
<tr>
<td>Hospitals or sanitariums</td>
<td>Three beds</td>
</tr>
<tr>
<td>Apartments</td>
<td>Two (2) per dwelling unit and one (1) for every 200 square feet of office space and 0.25 per dwelling unit for visitor space</td>
</tr>
<tr>
<td>Roominghouses</td>
<td>Guestroom</td>
</tr>
<tr>
<td>Dormitories</td>
<td>Three (3) beds</td>
</tr>
<tr>
<td>Eating and drinking places</td>
<td>Four (4) seats plus one (1) for every three (3) bar seats</td>
</tr>
<tr>
<td>Funeral homes</td>
<td>Two (2) employees, plus five (5) spaces for each chapel</td>
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<td></td>
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<td>-----------------------------------------------------------------</td>
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<tr>
<td><strong>Hotels and motels</strong></td>
<td>Guestroom, plus one (1) for every 200 square feet of office space, banquet hall, or meeting areas</td>
</tr>
<tr>
<td><strong>Athletic fields, baseball, football or boxing stadiums and arenas; race tracks</strong></td>
<td>Three (3) seats</td>
</tr>
<tr>
<td><strong>Golf courses</strong></td>
<td>Per employee and four (4) parking spaces for each hole</td>
</tr>
<tr>
<td><strong>Golf or baseball driving range</strong></td>
<td>One-half (½) stall</td>
</tr>
<tr>
<td><strong>Airports</strong></td>
<td>Per employee and for each two (2) airplanes in storage</td>
</tr>
</tbody>
</table>

3.2 *Areas computed as parking spaces.* Areas which may be computed as open or enclosed off-street parking spaces include any private garage, carport, or other area available for parking, other than a street or driveway. However, a driveway within a required front yard for a one-family or two-family residence may count as one parking space, other than a corner lot as provided in article 5, section 1.3.

3.3 *Location and ownership of required accessory parking facilities.* Required accessory parking spaces, open or enclosed, may be provided upon the same lot as the use to which they are accessory, or elsewhere, provided all spaces therein are located within 150 feet walking distance of such lot. In all cases, such parking spaces shall conform to the regulations of the district in which they are accessory and shall be subject to deed restriction, filed with the city clerk, binding the owner and his heirs and assigns to maintain the required number of spaces available either:

(a) Throughout the existence of such use to which they are accessory; or

(b) Until such spaces are provided elsewhere.

3.4 *Size of spaces.* The minimum parking space dimensions shall be at least nine (9) feet in width and at least 18 feet in length. Disabled accessible spaces shall meet ADA requirements.

3.5 *Access.* Unobstructed access to and from a street shall be provided. Each drive lane shall have at least ten (10) feet of width so that one-way drives have at least ten (10) feet of width and that two directional drives have two lanes of ten (10) feet each. Unless otherwise specified within this section, access shall be provided by at least one (1) two-directional drive lane or two (2) one-directional drive lanes.

3.6 *Drainage and surfacing.*

(a) All open permanent parking areas and access drives shall be properly drained and all such areas shall be provided with paved asphalt, concrete or other hard, paved, dust–free surface.

(b) All permanent parking areas shall be enclosed with upright concrete curbing at least six inches in height. The Planning Commission may relax this requirement for a portion of a parking area when there is a demonstrated need to convey stormwater to a proposed or approved stormwater management area. Curbing shall not be required for loading areas, handicapped access and for parking spaces accessory to a one-family or two-family residence (see also article 6, section 5.3).
3.7 Joint Facilities. Required parking spaces, open or enclosed, may be provided in spaces designed to serve, jointly, two or more establishments, whether or not located on the same lot, provided that the number of required spaces in such joint facilities shall be not less than the total required for all such establishments.

3.8 Combined spaces. When any lot contains two or more uses having different parking requirements, the parking requirements for each use shall apply to the extent of that use. Where it can be conclusively demonstrated that one or more such uses will be generating a demand for parking spaces primarily during periods when the other use or uses is not or are not in operation, the planning commission may reduce the total parking spaces required for that use with the least requirement.

(a) Campus Parking Plan - When a new building or building addition is made to a campus involving multiple buildings under common ownership where one or more of the uses will be generating demand for parking when the other use or uses are not in operation, the applicant shall present a campus parking plan as a part of the site development plan that includes an analysis of the parking needs based on the provisions of section 3.8 of this article.

3.9 Adjustments to parking requirements. The planning commission may reduce, in an amount not to exceed 50 percent, the number of parking spaces required when, in the opinion of the commission, it has been demonstrated that the use is adequately served by transportation and parking alternatives, including but not limited to:

(a) Site plan proposals within the downtown redevelopment target area, as described in appendix C of the Dover Code of Ordinances, may be granted a 20 percent reduction in the amount of off-street parking normally required, due to the availability of mass transit, municipal parking and existing pedestrian amenities.

(b) Designated off-street parking reserved for car pools, van pools, and bicycle parking facilities, in accordance with the following schedule:

(1) Each carpool space shall be equivalent to three (3) standard parking spaces.

(2) Each vanpool space shall be equivalent to five (5) standard parking spaces.

(3) Every group of five (5) bicycle parking spaces shall be equivalent to one (1) standard parking space.

(c) Employer participation in a traffic mitigation plan approved by the Delaware Department of Transportation.

(d) Cash-in-lieu of parking contributions toward the capital construction or improvement of municipal parking facilities that are proposed. The cash-in-lieu of parking contribution shall be in a monetary amount equivalent to the estimated cost of construction for the number of standard surface parking spaces for which the reduction is sought. To take advantage of this option, the developer shall submit to the city engineer a cost estimate for the parking requested to be waived. The city engineer shall examine the estimate for accuracy in current prevailing costs of construction at the time of proposal and shall report to the planning commission his/her findings.
(e) Proposals involving superior urban design which contribute to an enhanced pedestrian environment and which include such features as pedestrian plazas and pocket-parks, pedestrian-way connections with existing sidewalk systems and community facilities, park benches and other street furniture, mass transit connections and shelters, and landscaping and shade tree plantings.

In all areas, except the downtown redevelopment target area, the development plans shall have an area of open space designated where parking could be constructed equal to the number being reduced and the plan shall bear a note which explains that the petitioner, in accepting a parking reduction, agrees to construct such additional parking as is otherwise required under the provisions of the zoning ordinance [this appendix], if the planning commission, after a hearing, determines that the reasons for granting said reduction no longer exist. In all such instances where the planning commission determines that the reasons for granting a reduction no longer exist, the owner of record for the subject property for which a reduction was previously granted must construct the parking required to meet the regulations of the city during the next construction season.

3.10 Bicycle Parking. Bicycle parking shall be provided for parking spaces at a rate of one (1) bicycle parking space for every twenty (20) parking spaces or a fraction thereof. The planning commission may waive the requirement for the bicycle parking if it is demonstrated that bicycle parking would not be appropriate for safety reasons or due to the nature of the use of the site.

3.11 Maximum number of parking spaces. The maximum number of parking spaces shall not exceed 25% over the number of parking spaces required by the code.

ADOPTED: SEPTEMBER 14, 2009

SYNOPSIS

The proposed ordinance would amend the parking regulations based on current parking needs. It adjusts parking requirements for several uses, increases the allowance for cash-in-lieu of parking in the downtown area, and adds a requirement for bicycle parking.

Actions History

July 20, 2009 - Tabled at Planning Commission
June 22, 2009 - First Reading
June 8, 2009 - Introduced at Parks, Recreation & Community Enhancement Committee