CITY OF WEST DES MOINES
CITY COUNCIL MEETING COMMUNICATION

Date: February 19, 2019

ITEM: Parking and Loading – Amend Title 9 (Zoning), Chapter 15 (Off-Street Parking and Loading) Section 4 (General Off-Street Parking Regulations), Section 6 (Design Standards) and Section 7 (Number Of Parking Spaces Required), to modify certain Parking and Loading regulations – City Initiated – AO-004207-2019

Ordinance: Approval of First Reading of the Ordinance

FINANCIAL IMPACT: Undetermined.

BACKGROUND: Staff is requesting an amendment to the following sections within Title 9 (Zoning) of City Code to modify certain Off-Street parking regulations:

- Chapter 15 (Off-Street Parking and Loading)
  - Section 4 (General Off-Street Parking Regulations), Subsection A12, to amend regulations and performance standards as they pertain to parking structures.
  - Section 6 (Design Standards), Subsections B5, I and J, to amend Design Standards for Private Drive Access, Parking Space Striping, and Curbing and Wheel Stops.
  - Section 7 (Number Of Parking Spaces Required), to amend the minimum number of required parking spaces for specific land uses.

Plan and Zoning Commission Action:
Vote: 6-0 approval, Commissioners Drake Absent.
Date: February 11, 2019
Motion: Adopt a resolution recommending the City Council approve the ordinance amendment.

OUTSTANDING ISSUES: There are no outstanding issues. The following items of interest are noted in the attached Plan and Zoning Commission report (see Exhibit I):

- Request
- History
- City Council Workshop *(November 27th 2017)*
- Staff Review and Comments
  - *Simplification of the Code*
  - *Required Parking Adjustments*
- Comprehensive Plan Consistency
- Noticing Information
- Staff Recommendations and Conditions of Approval

RECOMMENDATION: Based upon the preceding review and a finding of consistency with the Comprehensive Plan, the Plan and Zoning Commission recommends the City Council approve the first reading to amend City Code to modify certain Parking and Loading regulations.

Lead Staff Member: J. Bradley Munford

STAFF REVIEWS:

Department Director	
Appropriations/Finance	
Legal	
Agenda Acceptance	

PUBLICATION(S) (if applicable)

Published In	*Des Moines Register*	
Date(s) Published	February 1, 2019	
Letter sent to surrounding property owners		N/A

SUBCOMMITTEE REVIEW (if applicable)

Committee	City Council Workshop		
Date Reviewed	November 27 2017		
Recommendation	Yes ☒	No ☐	Split ☐

ATTACHMENTS:

Exhibit I - Plan and Zoning Communication
Attachment A - Plan and Zoning Commission Resolution
Exhibit A - Proposed Ordinance *(now Exhibit II)*
Exhibit II - Proposed Ordinance

EXHIBIT I

CITY OF WEST DES MOINES
PLAN AND ZONING COMMISSION COMMUNICATION

Meeting Date: February 11, 2019

Item: Parking and Loading – Amend Title 9 (Zoning), Chapter 15 (*Off-Street Parking and Loading*) Section 4 (*General Off Street Parking Regulations*), Section 6 (*Design Standards)* and Section 7 (*Number Of Parking Spaces Required*), to modify certain Parking and Loading regulations – City Initiated – AO-004207-2019

Request Action: Recommend Approval of Amendments to City Code

Case Advisor: J. Bradley Munford

Applicant's Request: Staff is requesting an amendment to the following sections within Title 9 (Zoning) of City Code to modify certain off street parking regulations:

- Chapter 15 (*Off-Street Parking and Loading*)
  - Section 4 (*General Off Street Parking Regulations*), Subsection A12, to amend regulations and performance standards as they pertain to Parking Structures.
  - Section 6 (*Design Standards*), Subsections B5, I and J. To amend Design Standards for Private Drive Access, Parking Space Striping, and Curbing and Wheel Stops.
  - Section 7 (*Number Of Parking Spaces Required*). To amend the minimum number of required parking spaces for land uses.

History: For a number of years developers, and the public have expressed frustration with the minimum parking requirements. The sentiment is that they are complex, often times require more spaces than comparable communities and is not practical for today's market. The City has also experienced an increase in the number of parking deferrals requests heard by the City Council. Staff took the opportunity to research current trends and compared our parking codes to communities with similar characteristics and development paces. Through that research, we discovered that adjustments to our parking code could be done while still providing reasonable regulation of off street parking.

City Council Workshop: Staff presented information from our parking research to the City Council for guidance during a workshop on November 27th 2017. Staff pointed out the complexity of our current code and compared parking data gathered from metro communities, comparable cities in Iowa, and target cities within the Midwest. Based on that information, the City Council directed staff to amend the parking requirements to simplify them and make them more consistent with comparable communities.

Staff also discussed with the Council if there was any interest in establish parking maximums to discourage the practice of some users to build unused seas of parking. The Council was not supportive of parking maximums, however were interested in adding landscaping design performance standards in code for developments that install parking that is well over the parking minimums to mitigate and soften the impacts of these larger parking lots. The City Council directed staff to explore and draft landscape performance standards to be applied in "over parking" situations. Staff is still working on these performance standards and they will be forthcoming in a separate amendment.

Staff Review and Comment: There are no outstanding issues. Staff notes the following:

Simplification of the Code: Currently, our code have 129 separate parking requirements. Most of those requirements create distinctions between uses that are not that distinctly different. The proposed amendment consolidate similar uses. For example, our current code have a parking standard for a Food Store and a separate standard for a Grocery Store. The differences in the uses are not implicitly obvious and leads to confusion, frustration and mistakes. Under the proposed code both uses are removed and we just have retail uses parking requirement. Through this method, the parking standard will be reduced from 129 separate parking requirements to just 34.

Required Parking Adjustments: Another complaint about our parking code is that it require more spaces than comparable communities and is not practical for today's market. The proliferation of unused spaces in our community, a reduction of storm water run-off and the removal of unnecessary development costs were referenced as support for these sentiments. Staff compared our parking code to 27 communities. 16 of those communities are in Iowa, while the remaining 11 are communities around the mid-west that have similar demographic and development patterns. It was discovered for some uses, we have higher parking requirements than the average, while others uses were lower. The proposed amendment adjust the required parking per use to be consistent with the Iowa and mid-western comparable city average.

Comprehensive Plan Consistency: The ordinance amendment has been reviewed for consistency with the Comprehensive Plan. Based upon that review, a finding has been made that the proposed ordinance amendment is consistent with the Comprehensive Plan in that the amendment is consistent with all of the goals and policies of the Comprehensive Plan.

Noticing Information: On February 1, 2019 notice of the February 11, 2019, Plan and Zoning Commission public hearing for this project was published in the *Des Moines Register*.

Staff Recommendation and Conditions of Approval: Staff recommends the Plan & Zoning Commission approve a resolution recommending to the City Council approval of the ordinance amendment.

Attachments:

Attachment A – Plan and Zoning Commission Resolution

Exhibit A – Proposed Ordinance

ATTACHMENT A

RESOLUTION NO. PZC- 19 – 013

A RESOLUTION OF THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES, RECOMMENDING TO THE CITY COUNCIL THAT IT APPROVE AN ORDINANCE TO AMEND THE CITY CODE OF THE CITY OF WEST DES MOINES, IOWA 2014 BY AMENDING TITLE 9 (ZONING), CHAPTER 15 (OFF-STREET PARKING AND LOADING), SECTION 4 (GENERAL OFF STREET PARKING REGULATIONS);, CHAPTER 15 (OFF-STREET PARKING AND LOADING), SECTION 6 (DESIGN STANDARDS) AND, CHAPTER 15 (OFF-STREET PARKING AND LOADING), SECTION 7 (NUMBER OF PARKING SPACES REQUIRED) TO MODIFY CERTAIN PARKING AND LOADING REGULATIONS.

WHEREAS, pursuant to the provisions of Title 9, Chapter 1 et seq, of the West Des Moines Municipal Code, staff requests an amendment to amend Title 9 (Zoning), Chapter 15 (*Off-Street Parking and Loading*) Section 4 (*General Off Street Parking Regulations*) Subsection A12 to amend regulations and performance standards as they pertain to Parking Structures. Amend Chapter 15 (*Off-Street Parking and Loading*), Section 6 (*Design Standards*), Subsections B5, I and J to amend Design Standards for Private Drive Access, Parking Space Striping, and Curbing and Wheel Stops. Amend Chapter 15 (*Off-Street Parking and Loading*) Section 7 (*Number Of Parking Spaces Required*) to amend the minimum number of required parking spaces for land uses

WHEREAS, studies and investigations were made, and staff reports and recommendations were submitted which is made a part of this record and herein incorporated by reference; and

WHEREAS, this Commission held a duly-noticed hearing on February 11, 2019 to consider the application for an amendment to ordinance; and

WHEREAS, this Commission did consider the request for an amendment to ordinance.

NOW, THEREFORE, THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES DOES RESOLVE AS FOLLOWS:

SECTION 1. The findings for approval in the staff report dated February 11, 2019 or as amended orally at the February 11, 2019 Plan and Zoning Commission public hearing are adopted.

SECTION 2. The AMENDMENT TO ORDINANCE (AO-004207-2019) is recommended to the City Council for approval.

PASSED AND ADOPTED on February 11, 2019.

Craig Erickson, Chair
Plan and Zoning Commission

ATTEST:

Recording Secretary

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Plan and Zoning Commission of the City of West Des Moines, Iowa, at a regular meeting held on February 11, 2019, by the following vote:

AYES: ANDERSEN, COSTA, CROWLEY, ERICKSON, HATFIELD, SOUTHWORTH
NAYS:
ABSTENTIONS:
ABSENT: DRAKE

ATTEST:

Jennifer Canaday
Recording Secretary

EXHIBIT A

The Proposed Ordinance has been moved to be Exhibit II

EXHIBIT II

Prepared by: J.B. Munford, West Des Moines Development Services, PO Box 65320, West Des Moines, IA 50265, 515-222-3620
When Recorded, Return to: City Clerk, City of West Des Moines, PO Box 65320, West Des Moines, IA 50265-0320

ORDINANCE NO.

AN ORDINANCE AMENDING THE CITY CODE OF THE CITY OF WEST DES MOINES, IOWA, 2014, TITLE 9 (ZONING), CHAPTER 15 (OFF-STREET PARKING AND LOADING), SECTION 4 (GENERAL OFF-STREET PARKING REGULATIONS), SECTION 6 (DESIGN STANDARDS), SECTION 7 (NUMBER OF PARKING SPACES REQUIRED) TO AMEND REGULATION PERTAINING TO OFF-STREET PARKING AND LOADING

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST DES MOINES, IOWA:

Section 1. Amendment. Title 9 (*Zoning*), Chapter 15 (*Off-Street Parking and Loading*) Section 4 (*General Off-Street Parking Regulations*), Subsection A12, is hereby amended by deleting the highlighted strikethrough text and adding the bold italic text.

A. General Provisions: All of the following standards shall apply to all off-street parking:

12. Parking Structures: Parking structures are subject to setbacks, building height, and other development standards ***of a principal structure in the respective zoning district.*** ~~In addition:~~

~~a. Garages and carports are allowed in the side and rear yards for zero lot line homes and multi-family residential projects in each multi-family residential zone.~~

~~b. Parking ramps, above or below ground shall be reviewed by the city as part of the site plan review process.~~

Section 2. Amendment. Title 9 (*Zoning*), Chapter 15 (*Off-Street Parking and Loading*) Section 6 (*Design Standards*), Subsections B5, I and J, is hereby amended by deleting the highlighted strikethrough text and adding the bold italic text.

B. Access: With respect to access, all of the following shall apply:

5. Private Drive/Street

a. Access to four (4) or fewer single-family detached houses shall be considered a ~~private~~ drive. Access to more than four (4) single-family detached houses shall be considered a ~~private~~ street.

~~b. Single-family attached developments having paved access to garages without adequate room to park an additional car between the roadway and garage shall consider the access to be a private drive. If the length of paving in front of the garage is long enough to accommodate the parking of a car, the roadway shall be considered a private street and the paving between the garage and roadway will be considered a private drive.~~

I. Striping: All parking spaces, except ***individual dwelling unit driveways***, ~~parking spaces for single-family attached and detached residences,~~ shall be striped in accordance with ~~city requirements~~ ***the Manual on Uniform Traffic Control Devices (MUTCD) standards.*** The striping shall be maintained in a clear and visible manner.

J. Wheel Stops/Curbing: All Off-Street parking ~~areas~~ ***lots*** and associated drive~~ways~~ ***aisles***, access roadways and frontage roads, ~~except driveways for single-family attached and detached residences~~, shall be constructed with permanent, integrally attached, continuous Portland cement concrete curbing of at least four inches (4") high and six inches (6") wide or of alternate height and width acceptable to the city. Prefabricated ~~portable~~ curb or wheel stops shall not be considered an acceptable alternative ***to curbing***, unless otherwise approved by the city council during review of a development request.

1. ***Wheel stops in addition to curbing shall be allowed in the following instances:***
   a) ***When the adjoining pedestrian walkway is less than six feet (6') in width. In these instances, the depth of the parking stall shall be increased to accommodate vehicle overhang within the stall so that a minimum four feet (4') clear width is maintained on the walkway.***
   b) ***When curb is dropped to provide accessible parking spaces. In these instances, the length of the dropped curb shall extend only the width of the stall (or stalls if adjacent) and any associated accessible walkway then transition back to full height curb at the first regular stall.***

2. The curbing shall be at least three feet (3') from any wall, fence, property line, walkway, or structure where parking and/or driveways or aisles are located adjacent thereto.

Section 3. <u>Amendment.</u> Title 9 (*Zoning*), Chapter 15 (*Off-Street Parking And Loading*) Section 7 (*Number Of Parking Spaces Required*), is hereby amended by deleting all of Title 9; Chapter 15, Section 7 and replacing with the text below.

9-15-7: NUMBER OF PARKING SPACES REQUIRED:

A. Uses Not Specified: In the case of any building, structure or premises, the use of which is not specifically mentioned herein, the provisions for a use which is mentioned, and to which said use is similar shall apply, as determined by the Development Services Director.

B. Development with more than one use: If more than one use exists in a building or on a site, each separate use's parking requirements shall be calculated individually (i.e. Restaurant in hotel – restaurant total calculated for restaurant Gross Floor Area (GFA) and hotel total calculated for hotel guestrooms and staff).

C. Parking Spaces Requirements for Land Uses:

Land Use	**Requirements**
Residential	
Single-Family Attached and Detached Dwelling	• 2 Spaces Per Dwelling Unit • Tandem Parking Allowed • Attached Units & Manufactured Housing – 1 Visitor Space Per 10 Units
Multi-Family Dwelling	• Efficiency Apartment – 1.5 Spaces Per Unit • 1-2 Bedroom Units – 1.75 Spaces Per Unit • 3+ Bedroom Units – 2 Spaces Per Unit • 1 Visitor Space Per 10 Units

Service & Commercial	
Office	• 3.5 spaces per 1,000 square feet of GFA
Medical Office	• 5 spaces per 1,000 square feet of GFA
Hospitals & Nursing and Personal Care Facilities	• 1 space per 3 beds • 1 space per employee on max shift
Planned Commercial Center	• 4.5 spaces per 1,000 square feet of GFA
Animal Services	• 3.5 spaces per 1,000 square feet of GFA
Manufacturing and Industrial	• 2 spaces per 1,000 square feet of GFA
Warehousing, Storage Lots, & Construction Yards	• 0.75 spaces per 1,000 square feet of GFA • 1 space per employee
Self-Storage Facilities	• 0.5 spaces per 1,000 square feet of GFA • Interior Access Facilities – Demonstrate parking availability for reuse of the building for a common use in the zoning district in which it is located
Retail	• 3.5 spaces per 1,000 square feet of GFA
Convenience Store	• 5 spaces per 1,000 square feet of GFA • With gas sales – 1 space per pump
Car, Boat, & Recreational Vehicle Dealers	• 4 spaces per 1,000 square feet of GFA • Paved surface area shall be provided for each automobile on display for sale
Vehicle Service Station	• 3 spaces per service bay • 1 space per service vehicle • 1 space per employee on max shift

Car Washes	• Full service: 1 space per employee on max shift • Self-service: 2 spaces per stall • 2 space queuing lane for each stall
Restaurants – Fast Food (No Seating Area)	• 2 spaces per 1,000 square feet of GFA • 11 queuing spaces per drive-through (5 of which shall be designated for the ordering station if it is separate from the pickup window) • 1 space per employee
Restaurants – Fast Food With Dining	• 15 spaces per 1,000 square feet of GFA • 11 queuing spaces per drive-through (5 of which shall be designated for the ordering station if it is separate from the pickup window)
Restaurants – Sit-Down (No Drive-Through)	• 20 spaces per 1,000 square feet of GFA
Coffee Shops	• 10 spaces per 1,000 square feet of GFA • 11 queuing spaces per drive-through (5 of which shall be designated for the ordering station if it is separate from the pickup window)
Drinking Places	• 20 spaces per 1,000 square feet of GFA
Banks	• 3 spaces per 1,000 square feet of GFA • 3 queuing spaces per drive-through lane
Hotels/Motels	• 1 space for each guestroom • 1 space per employee – dwelling parking may be used for this requirement in cases of Bed and Breakfasts
Laundry Services	• 2 spaces per 1,000 square feet of GFA • 3 queuing spaces per drive-through lane
Motion Picture Theaters	• 1 space per 4 fixed seats
Assembly Spaces	• 20 spaces per 1,000 square feet of GFA
Bowling Centers	• 3 spaces per lane

Physical Fitness Facilities/Health Club	• 5 spaces per 1,000 square feet of GFA • 4 spaces per netted court (such as tennis) • 1 space per 40 square feet of swimming pool area
Golf Courses	• 6 spaces per hole
Driving Range or Miniature Golf Course	• 3 spaces • 1 space per tee/hole
Elementary & Middle Schools	• 1 space per employee • 1 space per 5 seats in gymnasium and auditorium • 25 space pickup/drop off queuing lane
High Schools	• 5 spaces per classroom • 1 space per 10 students • 10 space pickup/drop off queuing lane
Colleges, Universities, Vocational, And Trade Schools	• 1.5 spaces per employee • 1 space per 3 student desks or classroom seating capacity
Auditoriums, Theaters, Stadiums, And Arenas	• 1 space per 4 fixed seats or 20 spaces per 1,000 square feet of GFA, whichever is greater
Libraries or Cultural Exhibits	• 3.5 spaces per 1,000 square feet of GFA
Child Day Care Services	• 3 spaces per 1,000 square feet of GFA • 1 space per employee • 1 space per van or bus
Religious Organizations & Funeral Services/Crematories	• 20 spaces per 1,000 square feet of assembly area • 3 spaces per 1,000 square feet for non-assembly GFA

Section 4. Repealer. All ordinances or parts of ordinances in conflict with the provision of this ordinance are hereby repealed.

Section 5. Savings Clause. If any section, provision, sentence, clause, phrase or part of this Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any provision, section, subsection, sentence, clause, phrase or part hereof not adjudged invalid or unconstitutional.

Section 6. Violations and Penalties. Any person who violates the provisions of this Ordinance upon conviction shall be punished as set forth in Section Title 1, Chapter 4, Section 1 and Section 2 of the City Code of the City of West Des Moines, Iowa.

Section 7. Other Remedies. In addition to the provisions set out in the Violations and Penalties Section herein, the City may proceed in law or equity against any person, firm or corporation for violation of any section or subsection of this Ordinance.

Section 8. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication as provided by law.

Passed by the City Council on the _____ day of _____, 2019, and approved this _____ day of _____, 2019.

_____
Steven K. Gaer, Mayor

ATTEST:

_____
Ryan T Jacobson, City Clerk

The foregoing Ordinance No. _____ was adopted by the Council for the City of West Des Moines, Iowa, on _____, 2019, and was published in the Des Moines Register on _____, 2019.

_____
Ryan T. Jacobson, City Clerk