

**§ 153.065 SITE DEVELOPMENT STANDARDS**

**(A) PURPOSE AND APPLICABILITY**

- (1) The purpose of the site development standards is to facilitate the implementation of the Bridge Street Corridor Vision Report and establish a walkable, mixed use urban core for the City of Dublin consistent with the principles and directions articulated in the Vision Report.
- (2) Site development standards covered by this section that are nonconforming at the effective date of this amendment or made nonconforming by a change to this Chapter shall meet the requirements of §153.004(C).

**(B) PARKING AND LOADING**

(1) General Provisions

(a) Applicability

1. Vehicular and bicycle parking as required by §153.065(B) shall be provided for the use of occupants, employees and patrons of each new building or addition constructed. Required parking shall be provided as permitted by this section, including, but not limited to, shared parking arrangements.
2. Parking meeting the requirements of this section shall be provided for buildings that are expanded by more than 25% of the gross floor area existing on the effective date of a rezoning to a BSC zoning district.
3. Whenever the use of a building or lot is changed to a use requiring 25% or more parking spaces than the required parking for the previous use, parking shall be brought into full compliance as required by §153.065(B) within a reasonable time, at the determination of the Director. For a multi-tenant building, when a portion of the building or lot changes to a use requiring 25% or more parking spaces, only that parking for the new use shall be required. If applicable, a shared parking plan as described in §153.065(B)(2)(b) may also be submitted to ensure adequate parking while accommodating changes of use in multi-tenant buildings.
4. Required parking and loading spaces shall be installed and completed prior to building occupancy. The Director of Building Standards may grant one, six month extension following occupancy approval if adverse weather conditions or unusual delays beyond the control of the property owner prevent completion of parking and loading areas. Adequate parking areas and spaces shall be available, either on or off-site, during

the extension period under the following conditions:

- A. On-site parking areas, if not in a finished condition, shall be adequately surfaced to accommodate anticipated traffic, stormwater drainage and snow removal, at the determination of the Director; and/or
  - B. Parking may be provided off-site, subject to the requirements of §153.065(B)(1)(b).
5. The provisions of §153.207, Parking in Residential Districts, shall apply in the BSC Residential and BSC Historic Residential districts.
  6. Parking and loading spaces for uses not addressed in §153.065(B) shall be determined by the Director based on the anticipated parking impacts of the proposed use, its similarity to characteristics of other listed uses, and supporting documentation that may be provided by the applicant.
  7. Parking for **Existing Structures**  
Existing Structures which do not have the minimum number of parking or loading spaces required by this Code, and which thereafter provide additional parking and/or loading spaces in conjunction with an improvement as permitted in §153.062(B)(2), shall provide the parking and loading spaces required by Tables 153.065-A and 153.065-C, except as these requirements may be modified by an approved parking plan as described in §153.065(B)(1)(f).
- (b) Parking Location
1. On-Site Parking
    - A. **Surface parking provided on-site may only be located on those areas of each development parcel that are not required by §153.062 to be occupied by a principal structure.** Off-street parking may also be provided within a principal structure as permitted by §153.062(O). The parking areas shall be readily accessible by vehicles, bicycles, and pedestrians.
    - 4. Parking shall not be located within a setback as required for individual building types in §153.062(O), except that parking areas may extend across contiguous lots in unified developments with coordinated site design, shared access points and/or shared parking arrangements.**

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T Number: 1 Author: Planning Subject: Code Amendment Date: 10/31/2013 8:45:11 AM  
**Proposed Amendment**  
Add a purpose/intent statement.

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T Number: 2 Author: Planning Subject: Applicants Guide Notes Date: 10/31/2013 8:46:48 AM  
Consolidate all the Code requirements specific to Existing Uses and Existing Structures for those looking to do short-term improvements. A similar strategy is recommended for other main "categories" or terms used throughout various sections of the Code, such as "Principal Frontage Street," "Required Building Zone," etc.

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T Number: 3 Author: Planning Subject: Applicants Guide Notes Date: 10/31/2013 8:47:36 AM  
DIAGRAM

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T Number: 4 Author: Planning Subject: Code Amendment Date: 10/31/2013 9:55:21 AM  
This section allows parking areas to "extend across contiguous lots in unified developments with coordinated site design, shared access points and/or shared parking arrangements."

As there is no definition of 'unified development', this provision is interpreted as applying to any adjacent lots with shared access and/or shared parking.

**Proposed Amendment**  
Clarify - Remove "unified developments" from the text.

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T Number: 5 Author: Planning Subject: Applicants Guide Notes Date: 10/31/2013 9:55:44 AM  
DIAGRAM

2. Off-Site Parking

Required off-street parking shall be provided either on-site, or in a parking structure or surface parking lot located within 600 feet of the subject parcel as permitted by the BSC district in which the parking lot or structure is located and shall be readily accessible by vehicles, bicycles, and pedestrians.

A. The use of off-site parking to meet the minimum parking requirement shall require an approved parking plan as described in §153.065(B)(1)(f). If not under single ownership, provisions for off-site parking shall be made by binding agreements between two or more property owners. Written easements which provide for continued use and maintenance of the parking shall be submitted to the City for approval. Any agreement shall include provisions to address changes in use or ownership.

B. If an off-site parking agreement is severed or modified with the result of eliminating required parking for one or more properties, parking for the affected properties shall be brought into full compliance as required by §153.065(B) and approval of a new or modified parking plan shall be required.

C. If located off-site, distances to required parking areas shall be measured along a walkway from the nearest pedestrian entrance to the parking area to the main entrance to the principal structure or use being served.

3. On-Street Parking

4 On-street parking spaces may be counted toward meeting the minimum parking requirement for a parcel provided that the spaces are on the same side of the street and more than one-half the length of the parking space lies between the two side lot lines of the parcel extended into the street right-of-way. On corner lots on-street spaces on both street frontages may be counted in the same manner. Credit for on-street parking spaces shall apply to parking for all uses on the parcel rather than any specific use. On-street parking spaces shall not be designated for exclusive use by any specific use, building or lot.

(c) Electric Car Charging Points

Parking lots or structures are strongly encouraged to provide at least one electric plug-in service point for every 200 parking spaces. Plug-in points shall be associated with an individual parking space and shall be installed according

to appropriate design standards, as approved by the Director. Plug-in points are exempt from the service structure screening requirements of §153.065(E).

(d) Parking Lot/Structure Lighting

Parking lot and parking structure lighting shall comply with the requirements of §153.065(F).

(e) Parking Lot Landscaping

Parking lot landscaping shall comply with the requirements of §153.065(D).

1) 2) Parking Plan Required

1. A parking plan demonstrating compliance with the provisions of §153.065(B) is required for the following conditions:

- A. Applications for Site Plan approval;
  - B. Applications that include a request for off-site parking, or in any case where a modified parking agreement necessitates a new or modified parking plan as described in §153.065(B)(1)(b);
  - C. Applications involving a use listed in Table 153.065-A for which the parking requirement is specifically noted as being determined by an approved parking plan;
  - D. Applications that include a request for an adjustment to required vehicle parking as permitted in §153.065(B)(2)(b), or where a change in conditions renders an approved adjustment insufficient to meet the parking needs of a use, building or lot;
  - 3) Applications that include a request for an adjustment to the number or location of required loading spaces as permitted in §153.065(B)(7), or where a change in conditions renders an approved adjustment insufficient to meet the loading needs of a use, building or lot; or
  - 5) Applications for a Certificate of Zoning Plan Approval for a change of use that requires 25% or more parking spaces than the previous use.
2. Each parking plan for a parking area that contains 50 or more parking spaces shall demonstrate compliance with the pedestrian circulation standards of §153.065(B)(6)(f).

(2) Required Vehicle Parking

(a) Minimum Amount Required and Maximum Amount Permitted

1. Each use shall provide the minimum amount of parking required for that use listed on Table 153.065-A, and shall be permitted to provide up to the maximum amount of parking on-site, as indicated for that use in

<b>T</b>	Number: 1	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:00:26 AM
	Provide explanation of process and requirements for parking plans in the Applicants Guide. Should include an explanation of various terms, intent statements, etc.			
<b>T</b>	Number: 2	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 9:58:13 AM
	<b>Clarify</b> Provide clearer requirements, process for Parking Plans; reference the Demonstration of Parking Need (153.065(B)(2)(b)6)			
<b>T</b>	Number: 3	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:01:43 AM
	<b>Proposed Amendment</b> Modify to allow Director approval in specific circumstances.			
<b>T</b>	Number: 4	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:00:35 AM
	DIAGRAM			
<b>T</b>	Number: 5	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:04:44 AM
	<b>Proposed Amendment</b> Add a "G." that permits "Other circumstances determined by the Director" to require approval of a parking plan through Certificate of Zoning Plan Approval.			

**Proposed Amendment**

Consider the addition of a separate 'shopping center' parking calculation. This will require a definition for 'shopping center'.

Alternatively, consider requiring a parking plan for shopping centers.

TABLE 153.065-A: REQUIRED VEHICLE PARKING.		
USE	MINIMUM REQUIRED	MAXIMUM PERMITTED
<b>Principal Uses</b>		
<b>Residential</b>		
Dwelling, Single-Family	2 per dwelling unit	2 per dwelling unit
Dwelling, Two-Family		
Dwelling, Townhouse		
Dwelling, Live-Work	2 per dwelling unit	3 per dwelling unit
Dwelling, Multiple-Family	Studio/efficiency and one bedroom: 1 per dwelling unit	2 per dwelling unit
	Two bedrooms: 1.5 per dwelling unit	
	Three or more bedrooms: 2 per dwelling unit	
	Age-restricted Housing: 2 per 3 dwelling units if 80% of units are restricted for occupancy by those 65 or older	
Group Residence	Handicapped Housing: 1 per 2 dwelling units if 80% of units are reserved for those meeting the definition of "handicap" under the federal Fair Housing Act Amendments	1 per 3 resident capacity
	General Requirement: 1 per 4 residents capacity as shown on the building permit	
	Age-restricted Housing: 1 per 5 residents capacity if 80% of units are restricted for occupancy by those 65 or older	
Handicapped Housing: 1 per 6 residents capacity if 80% of units are reserved for those meeting the definition of "handicap" under the federal Fair Housing Act Amendments		
<b>Civic/Public/Institutional</b>		
Cemetery	Per approved parking plan	
Community Center	Per approved parking plan	
Community Garden	Per approved parking plan	
Day Care, Adult or Child	Per approved parking plan demonstrating adequate site circulation, including pick-up and drop-off areas	
District Energy Plant	Per approved parking plan	
Educational Facility	1 per 3 persons maximum occupancy of largest seating area or maximum building capacity, whichever is higher, as shown on the building permit	125% of minimum
Elementary or Middle School	Per approved parking plan demonstrating adequate site circulation, including pick-up and drop-off areas	
Government Services, Safety	2 per 1,000 sq. ft.	150% of minimum
High School	Per approved parking plan demonstrating adequate site circulation, including pick-up and drop-off areas	
Hospital	Per approved parking plan	
Library, Museum, Gallery	Library: 3.3 per 1,000 sq. ft.	125% of minimum
	Museum or Gallery: 1 per 1,000 sq. ft.	
Religious or Public Assembly	1 per 6 persons maximum capacity in the largest seating area, as shown on the building permit	200% of minimum
Parks and Open Space	Per approved parking plan	
Transportation, Park and Ride	Per approved parking plan	
Transportation, Transit Station	Per approved parking plan	
<b>Commercial</b>		
Animal Care, General Services, Veterinary Offices, and Veterinary Urgent Care and Animal Hospitals	2.5 per 1,000 sq. ft.	150% of minimum
Bank	2.5 per 1,000 sq. ft.	125% of minimum
Bed and Breakfast	1 per guest bedroom, plus 1 for operator	150% of minimum

**Clarification**  
 Portions of a structure used for accessory uses must be parked according to the principal use requirement (i.e. the principal use parking requirement applies to the entire indoor GFA, and does not exclude portions of a structure dedicated to an accessory use).

Example and/or references to accepted methods of calculation

TABLE 153.065-A: REQUIRED VEHICLE PARKING.			
USE	MINIMUM REQUIRED		MAXIMUM PERMITTED
Conference Center	1 per 6 persons maximum capacity in the largest seating area, as shown on the building permit		125% of minimum
Eating and Drinking	10 per 1,000 sq. ft.		125% of minimum
Entertainment / Recreation, Indoor	Theater: 1 per 4 persons maximum capacity in the largest seating area, as shown on the building permit		150% of minimum
	Sports courts: 2 per court		
	Other uses: Per approved parking plan		
Fueling / Service Station	4 per 1,000 sq. ft., plus 1 per dispensing station		150% of minimum
Hotel	2 per 3 guest rooms, plus 4 per 1,000 sq. ft. of accessory use area		125% of minimum
Office, General	Less than 50,000 sq. ft.	2.5 per 1,000 sq. ft.	125% of minimum
	50,000-150,000 sq. ft.	3 per 1,000 sq. ft.	
	Greater than 150,000 sq. ft.	4 per 1,000 sq. ft.	
Office, Medical	2.5 per 1,000 sq. ft.		125% of minimum
Parking, Structure	N/A		N/A
Parking, Surface Lot	N/A		N/A
Personal, Repair & Rental Services	2 per 1,000 sq. ft.		125% of minimum
Research & Development	2 per 1,000 sq. ft.		125% of minimum
Retail, General	3 per 1,000 sq. ft.		125% of minimum
Sexually Oriented Business Establishments	Per approved parking plan		
Vehicle Sales, Rental and Repair	2 per 1,000 sq. ft., plus 1 per 2,000 sq. ft. of outdoor vehicle display area		150% of minimum
Wireless Communications	N/A		N/A
<b>1</b> Accessory and Temporary Uses	No parking is required for accessory or temporary uses, except as noted below.		
Day Care, Adult or Child	2 per 1,000 sq. ft.		125% of minimum
Dwelling Administration, Rental or Sales Office	2 spaces		N/A
Residential Model Home	1 space plus 1 per employee on largest shift		N/A
Swimming Pool	Per approved parking plan		

Table 153.065-A, except as may be modified by the provisions of §153.065(B).

2. When calculating minimum and maximum parking requirements, fractional numbers shall be increased to the next whole number.
3. Unless otherwise noted, all square footage requirements are based on indoor gross floor area.

(b) Adjustments to Required Vehicle Parking

The maximum on-site parking requirements may not exceed that permitted by Table 153.065-A unless a parking plan meeting the criteria of §153.065(B)(2)(b)6, below is approved by the required reviewing body. The minimum amount of parking required by Table 153.065-A may be reduced by approval of a parking plan meeting the requirements of §153.065(B)(2)(b)1-6.

The cumulative reduction of minimum parking requirements permitted by §153.065(B)(2)(b)1-

5 shall not exceed 30% of required parking, regardless of the number of these adjustments applied. Additional reductions may be permitted by §153.065(B)(2)(b)6.

1. **2** Shared Parking Calculations

Where a mix of land uses creates staggered peak periods of parking, shared parking plans that have the effect of reducing the total amount of needed parking spaces may be approved. Parking spaces included in shared parking plans should be equally accessible and available to each of the affected users. The collective provision of off-street parking for two or more buildings or uses may be permitted subject to the following:

- A. Shared parking plans may include any lot or structure meeting the parking location requirements of §153.065(B)(1)
  - (b). Adjacent lots included in the shared

arrangement shall be connected for vehicular passage and shall provide safe and efficient pedestrian access to all uses served by the parking area(s).

- B. A request for a shared parking reduction shall be based on a shared parking analysis, including, but not limited to, the following factors:
- i. The number of originally required spaces for different uses or facilities sharing the same parking areas as noted in Table 153.065-A; and
  - ii. Documented percentages of required parking needed for different uses at different days and times.
- C. The adjusted required parking for shared parking areas shall be the largest number of spaces needed for all uses during the most intensive time period of use.
2. Auto-Share Parking Spaces
- The required minimum number of off-street parking spaces may be reduced by four spaces for each parking space reserved for auto-share parking, not to exceed a 10% reduction in the required minimum number of spaces in any one parking lot or structure. Auto-share parking spaces shall be designated on a parking plan and signed for the exclusive use of auto-share vehicles. Measures shall be taken to ensure that the auto-share spaces are used only for that purpose.
3. **Transit Proximity**
- The required minimum number of off-street parking spaces may be reduced by 10% if more than 50% of the land in a proposed development is located within 1,320 feet of any public transit stop. If an existing transit stop is subsequently eliminated, any previously permitted parking reduction shall remain valid, provided that an active transit route remains within 1,320 feet of the development.
4. Shower Facilities
- The required minimum number of off-street parking spaces for a non-residential development may be reduced by 5% if a development contains shower and clothing locker facilities for bicycle commuting employees or patrons. The reduction shall apply only to that portion of the minimum parking requirement attributable to the tenant(s) or user(s) that have access to the shower and locker facilities. If the shower or locker facilities are later eliminated, the reduction of the minimum required parking

shall no longer apply and parking shall be provided in accordance with §153.065(B).

5. Transportation Demand Management
- As an alternative or supplement to the other adjustments in subsection §153.065(B)(2) (b), off-street parking requirements may be reduced by up to 30% through the use of a Transportation Demand Management (TDM) program approved by the Director and the City Engineer.
- A. Parking Demand Study Required
- Before a TDM program may be approved, the applicant shall submit a parking demand study prepared by a traffic engineer or other qualified transportation professional acceptable to the City. The study shall document that the use of alternative modes of transportation, including transit, bicycles, walking, and/or the special characteristics of the customer, client, employee, or resident population will reduce expected vehicular use and parking space demands for the use, as compared to the Institute of Transportation Engineers vehicle trip generation rates and the minimum parking requirements established in Table 153.065-A.
- B. Transportation Demand Management (TDM) Activities
- The TDM program must include at least two of the following established and maintained activities in order to qualify for a reduction in off-street parking requirements:
- i. Carpooling, vanpooling, ridesharing, guaranteed ride home, telecommuting, and/or shuttle service programs;
  - ii. Staggered or alternative work scheduling, allowing employees to arrive and depart at different times to minimize peak parking demands associated with mass shift changes;
  - iii. Dissemination of information to employees, residents, and visitors to the site regarding the TDM plan and alternatives to single-occupancy vehicle travel to the site through an on-site office or project-specific web site; or
  - iv. Use of alternative TDM activities that the Director and the City Engineer determine are likely, in combination with other TDM measures, to result in at least 30%

reduction in single-occupancy vehicle travel to and from the site, as compared to the Institute of Transportation Engineers vehicle trip generation rates.

C. TDM Annual Report

- i. The owner of the parcel or principal structure must provide an annual report to the Director and City Engineer describing the implementation strategies for the approved TDM plan as approved. The report shall include a description of the TDM activities, a list of current tenants and number of employees for each tenant, and a parking-reduction analysis based on employee and/or resident use of ridership programs or alternative transportation options.
- ii. If the report does not document reasonable progress toward a 30% reduction in the Institute of Transportation Engineers vehicle trip generation rate of single-occupancy vehicle travel to and from the site, then the report shall identify what changes to the TDM plan or activities are being made to further reduce single-occupancy vehicle travel to and from the site. The Director and the City Engineer shall be permitted to require additional parking facilities to be constructed or a fee from the owner of the parcel or primary structure to be used for the construction of additional parking facilities or improvements to offset the impact of the single-occupancy vehicles.

6. **Demonstration of Parking Need**

In addition to or in lieu of parking adjustments as described in §153.065(B)(2)(b)(1)-(5), the required reviewing body shall be permitted to approve a parking plan for fewer than the minimum required parking spaces or more than the maximum permitted parking spaces based on a demonstration of parking need by the applicant. The required reviewing body shall consider:

- A. The land use and development character of the area to be served by the parking facility;
- B. The availability of other publicly available parking in the area;

- C. The timing of parking use relative to other uses in the area;
- D. The parking requirement for similar uses as may be determined by the Director, as described in §153.065(B)(1)(a);
- E. Whether the location of all provided parking meets the requirements of §153.065(B)(1)(b);
- F. Whether compliance with Table 153.065-A is made to the maximum extent practicable;
- G. Whether other adjustments as described in this section should apply in conjunction with or in lieu of the requested need-based adjustment; and
- H. Whether supporting documentation, if provided, adequately demonstrates that sufficient parking is available to meet projected typical demand.

(c) Accessible Parking Spaces

1. Within the total number of off-street parking spaces provided, a minimum number of spaces shall be designated, installed, and managed for use by the physically disabled in compliance with the Ohio Building Code, current edition, Chapter on Accessibility and the Referenced Standards therein.
2. All handicapped parking spaces shall be designated by freestanding signs as provided in the Ohio Manual of Uniform Traffic Control Devices or as approved by the City Engineer.

(3) Required Bicycle Parking

(a) Applicability

Bicycle parking is required for any development or use with six or more required vehicle parking spaces. Required bicycle parking may be used as bicycle-share spaces.

(b) Minimum Number of Bicycle Parking Spaces Required

1. Bicycle parking spaces shall be required as follows:
  - A. For residential uses, except attached and detached single-family, one space for every two dwelling units.
  - B. For civic/public/institutional uses, one space for every 20 required vehicle parking spaces.
  - C. For commercial uses, one space for every 10 required vehicle parking spaces.
2. Provided that bicycle parking is not completely eliminated, required bicycle parking may be increased or reduced by the required reviewing body when it is

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Number: 1 Author: Planning Subject: Applicants Guide Notes Date: 10/15/2013 2:48:02 PM  
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Number: 3 Author: Planning Subject: Applicants Guide Notes Date: 10/15/2013 2:48:02 PM  
Examples of acceptable documentation

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Number: 4 Author: Planning Subject: Code Amendment Date: 10/31/2013 10:20:36 AM  
**Potential Amendment**

Consider allowing garage spaces to count toward some of the required bicycle parking.

demonstrated that the level of bicycle activity at that location warrants a different amount.

(c) Facility Type

1. Designs of bicycle racks, docks, posts, and lockers are encouraged to be decorative, unique, and appropriate to the surrounding area. Bicycle parking design should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.
2. Bicycle parking racks, docks, or posts shall be designed and installed to allow a bicycle to be locked to a structure, attached to the pavement, building, or other permanent structure, with two points of contact to an individual bicycle frame. Racks, docks, and posts shall be designed to allow the bicycle frame and one or both wheels to be locked with a U-lock when used as intended.
3. Bicycle parking racks, docks or posts provided within the street right-of-way shall be of a consistent design on all streets included within a Development Plan or Site Plan area. Facility types, designs and locations within the street-right-of-way shall require approval by the City Engineer.

(d) Location

1. Required bicycle parking shall be located within a reasonable walking distance of the principal building entrance. The location and design shall ensure that bicycle parking and facilities do not obstruct vehicle parking or pedestrian walkways as required by the Ohio Building Code, the Americans with Disabilities Act, and other applicable state and federal laws, policies and guidelines. Bicycle facilities and parking areas shall meet the sight visibility requirements of this Chapter.
2. Outdoor bicycle parking areas shall be located in well-lit areas in accordance with §153.065(F).
3. A pedestrian-accessible walk shall be available between the outdoor bicycle parking area and the principal building entrance. Public sidewalks may be used to meet this requirement.
4. Bicycle lockers shall be located inside or to the side or rear of the principal structure, but not within any required setback or required building zone.
5. Covered Bicycle Parking Areas

A. Bicycle parking areas are encouraged to be sheltered from natural elements by locating them inside or under principal or accessory structures, in bicycle lockers,

under roof extensions, overhangs, awnings, carports or enclosures, or other similar method.

- B. If bicycle parking is covered, the cover must be permanently attached to the ground or a structure and have at least seven feet of clearance above the surface to which it is attached.
  - C. Covered bicycle parking areas shall be in accordance with building type requirements and are not permitted within any required setback or required building zone unless the shelter is part of the principal structure and adequate space is available for pedestrians.
6. Public bicycle parking located within the street right-of-way may be counted toward meeting the minimum bicycle parking requirement for a parcel provided that the spaces are on the same side of the street and located between the two side lot lines of the parcel. On corner lots public bicycle parking spaces on both street frontages may be counted. Credit for public bicycle parking spaces shall apply to parking for all uses on the parcel rather than any specific use. Public bicycle parking spaces shall not be designated for exclusive use by any specific use, building or lot.

(e) Installation

Bicycle parking shall be installed according to the dimensional requirements set forth by the manufacturer and the latest edition of the APBP Bicycle Parking Guidelines, or similar industry publication acceptable to the Director.

(4) Off-Street Parking Space and Aisle Dimensions

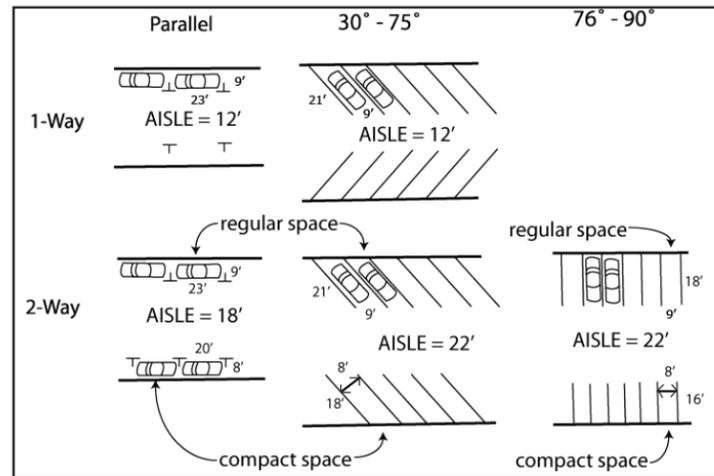
Parking spaces and maneuvering aisles shall comply with Table 153.065-B. Refer to Figure 153.065-A for a graphic depiction of these requirements.

Parking Pattern	Aisle Width		Regular Space		Compact Space <sup>1</sup>	
	1 Way	2 Way	Width	Length	Width	Length
Parallel	12 ft.	18 ft.	9 ft.	23 ft.	8 ft.	20 ft.
30-75°	12 ft.	22 ft.	9 ft.	21 ft.	8 ft.	18 ft.
76-90°	N/A	22 ft.	9 ft.	18 ft.	8 ft.	16 ft.

<sup>1</sup>A maximum of 10% of parking spaces may be designed as compact parking spaces, and all spaces shall be clearly marked and reserved for that use.

Number: 1 EXAMPLES	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:20:59 AM
Number: 2 EXAMPLES	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:21:07 AM
Number: 3 DIAGRAM	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:21:19 AM
Number: 4 Link	Author: Planning	Subject: Applicants Guide Notes	Date: 10/15/2013 2:48:02 PM
Number: 5 EXAMPLES and/or DIAGRAM	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:21:41 AM

**FIGURE 153.065-A: OFF-STREET PARKING SPACE AND AISLE DIMENSIONS.**



(5) Parking Structure Design

Parking structures shall be designed in accordance with the minimum requirements of this section. Refer to the building type requirements for Parking Structures in §153.062(O) for additional information.

(a) Entrance/Exit Lanes

1. One entrance lane shall be required for each 300 spaces or part thereof. One exit lane shall be provided for each 200 spaces or part thereof.
2. Single entrance and exit lanes from the street shall be no wider than 16 feet. Double entrance and exit lanes shall be no wider than 24 feet at the street right-of-way. Where more than two entrance or exit lanes are required, a separate entrance/exit shall be provided.
3. No entrance or exit lanes shall be permitted directly onto a principal frontage street except as may be permitted by §153.061(D)(2).
4. On other street frontages, only one entrance and one exit lane shall be permitted for each 200 feet of frontage unless otherwise approved by the City Engineer.
5. To reduce the width of sidewalk interruptions and promote walkability, only single entrance lanes may be used unless access is provided from an alley/service street.

(b) Stacking Spaces

Two vehicle lengths of stacking space shall be provided between the street and the garage entry gate. The stacking area shall not be located across a sidewalk or in the public right-of-way. Additional stacking may be required by the City Engineer based upon traffic patterns and street types, or may be requested by the applicant pursuant to §153.066(H) based on a circulation

plan demonstrating need for the additional stacking spaces.

(c) Interior Circulation

The interior of the structure shall be designed in accordance with the requirements of this section.

1. Maximum aisle length shall not exceed 400 feet without providing a cross-aisle.
2. Cross aisles shall be a minimum of 18 feet and no greater than 24 feet in width.
3. A minimum ceiling clearance height of 12 feet is required where the parking structure has street frontage, excluding the driveway opening, and the parking structure shall be designed and constructed to allow potential occupancy of the first 20 feet of building depth by a commercial or a civic/public/institutional use permitted by §153.059(B).
4. Design of all other parking structures and upper levels shall include a minimum ceiling clearance height of eight and one half feet.

(d) Pedestrian Safety

1. Stairways on the building's exterior shall be visible from outside of the structure. The maximum distance between parking spaces and the nearest exit stairwell shall be 200 feet.
2. At least one elevator shall be provided to serve a parking structure. The maximum distance between any parking space and an elevator shall be 350 feet.
3. Pedestrian flow shall be channeled through openings to permit surveillance, either by a booth cashier or by cameras being monitored from a remote location. If 24-hour coverage is available, active techniques with security personnel who monitor television or sound equipment may also be used.

(6) Surface Parking Lot and Loading Area Design and Construction

(a) Grading

All off-street parking and loading areas including spaces, driveways, aisles and circulation drives shall be graded and maintained so that water does not unreasonably accumulate on the surface areas or flow or drain onto adjacent public or private properties.

(b) Surfacing

1. All off-street parking and loading areas including spaces, driveways, aisles and circulation drives shall be hard-surfaced with asphalt, concrete or a combination of those materials approved by the City Engineer.
2. As an alternative, off-street parking areas may be surfaced with permeable asphalt,

permeable concrete or turf blocks, or some combination of permeable and non-permeable surfaces, subject to review by the City Engineer and the Fire Chief. The City Engineer may approve an adjustment to the calculations for required stormwater management and retention measures to reflect greater stormwater volume control through the use of permeable paving.

3. All parking and loading surfaces shall be maintained in compliance with §153.065(B)(8) at all times.

5. Driveways

1. Adequate access to a parking lot shall be provided by clearly defined driveways designed so that vehicles entering or leaving the parking lot will be traveling in a forward motion, unless the City Engineer confirms that an alternative design will protect traffic flow and traffic safety.
2. No driveway shall be permitted directly onto a principal frontage street unless approved by the City Engineer as provided by §153.061(D)(2).
3. On other street frontages, driveways shall be limited to one per lot or parcel, whichever requires the fewer number of access points, unless vehicular access is provided from an alley or service street or the need for an additional driveway on a street is documented based on an access management study approved by the City Engineer.
4. If it is determined that shared driveways will better protect traffic flow or traffic safety on surrounding streets, the City Engineer may require that access to two or more adjacent surface parking or loading areas shall be provided through one or more shared driveways.
5. Driveway aprons connecting parking lots to public roadways may not be constructed with permeable materials.
6. Driveways shall be no wider than 22 feet at the intersection with the adjacent street right-of-way. Alternative driveway throat width may be requested by applicants and approved pursuant to §153.066(H).
7. Curb radii for driveways connecting parking lots to public roadways shall not exceed 20 feet. Alternative radii may be requested by applicants and approved pursuant to §153.066(H).

(d) 9. Curbs and Wheel Stops

1. Raised or rolled concrete curbs or wheel stops at least five inches high shall be installed where necessary to prevent vehicle conflicts

1. With abutting landscape areas, sidewalks, streets, buildings or lot lines. The minimum distance from a curb or wheel stop to a property line or protected area shall be two and one-half feet.

3. If a curb is located at the edge of a landscaped area, planted areas shall be installed at a lower grade than the parking lot pavement and curbing shall have openings or gaps allowing drainage from the pavement to enter and percolate through the landscaped areas.

7. Wheel stops may only be used in conjunction with accessible parking spaces where an adjacent walkway is installed at the same grade as the parking space. Curbs shall be required in all other circumstances.

(e) Striping

Parking areas shall be striped and maintained in good condition to be clearly visible with lines to indicate parking space limits. All striping shall comply with the Ohio Manual of Uniform Traffic Control Devices unless an alternative is approved by the City Engineer.

(f) 8. Pedestrian Circulation

Each surface parking area that contains 50 or more parking spaces, or contains any parking spaces located more than 350 feet from the front façade of the principal structure shall contain at least one pedestrian walkway or sidewalk allowing pedestrians to pass from the row of parking farthest from the primary building façade to the primary building entrance. The required walkway must be at least five feet wide, shall not be located within a driving aisle, and, where possible, shall be located in a landscaped island running perpendicular to the primary building façade.

(7) Required Loading Spaces

(a) Applicability

The provisions of §153.065(B)(7) apply to all lots:

1. That are located in any BSC district with the exception of BSC Residential and BSC Historic Residential districts; and
2. That contain a principal structure with more than 25,000 square feet of gross floor area; and
3. Where the permitted or conditional uses in the principal structure require the regular or periodic receipt or distribution of materials or merchandise by vehicles with a gross weight over 25,000 pounds.

(b) Location

1. Off-street loading spaces may only be located on those areas of a lot that are not required

Number: 1	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:22:28 AM
DIAGRAM			
Number: 2	Author: Planning	Subject: Applicants Guide Notes	Date: 10/15/2013 2:48:02 PM
Number: 3	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:27:43 AM
DIAGRAM			
Number: 4	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:29:54 AM
<b>Proposed Amendment</b>			
Modify to "where practical"; reference the Stormwater Management Design Manual: <a href="http://dublinohiousa.gov/dev/dev/wp-content/uploads/2013/06/2013-Stormwater-Design-Manual.pdf">http://dublinohiousa.gov/dev/dev/wp-content/uploads/2013/06/2013-Stormwater-Design-Manual.pdf</a>			
Number: 5	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:25:54 AM
<b>Clarification</b>			
Reference the general Zoning Code provisions for driveways that aren't otherwise covered in this section.			
Number: 6	Author: rays	Subject: Highlight	Date: 10/31/2013 10:26:39 AM
Number: 7	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:24:29 AM
Wheel stops may be used in conjunction with raised curbs where necessary to prevent vehicle overhang. This requirement is intended to limit the use of wheel stops in lieu of curbs.			
<b>Proposed Amendment</b>			
Rephrase to clarify when wheel stops alone are permitted:			
"Wheel stops may be used in addition to raised curbs where necessary to prevent vehicle overhang onto adjacent walkways or near buildings, or in conjunction with curb breaks used for stormwater drainage."			
Number: 8	Author: Planning	Subject: Code Amendment	Date: 11/1/2013 1:07:54 PM
<b>Proposed Amendment</b>			
Add a new "Walkability Standards" Section to the Bridge Street District zoning regulations to include pedestrian circulation plan requirements as well other pedestrian-oriented site design elements.			
Number: 9	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:32:08 AM
DIAGRAM			
Number: 10	Author: Planning	Subject: Applicants Guide Notes	Date: 10/31/2013 10:32:15 AM
DIAGRAM			

to be occupied by a principal or accessory structure pursuant to §153.062(O).

2. Off-street loading areas may not be located on any parking spaces or parking aisles designated to meet the minimum parking requirements of this section, unless approved in a required parking plan demonstrating that the location and timing of loading activities will not cause conflict with typical parking use on the site, or with vehicular or pedestrian circulation.
3. Where more than one off-street loading space is provided, at least one of the spaces shall be separate from areas designated on the site plans as waste storage or pickup areas.
4. An alley or service street may be used instead of a separate off-street loading space, subject to approval as part of a required parking plan demonstrating that the loading and delivery activities will be coordinated with other users of the alley to minimize access and circulation conflicts.
5. On-street parking spaces may be counted toward meeting the minimum loading space requirement for a parcel provided that the spaces meet the same requirements for parking location as described in §153.065(B)(1)(b)(3), and subject to approval as part of a required parking plan demonstrating that the on-street spaces are of adequate size, number and availability to serve the intended delivery vehicle(s) without creating conflicts with surrounding vehicular, bicycle or pedestrian traffic and circulation.
6. Fire access zones as described in §153.061(G) may not be used to meet loading space requirements.
7. No loading dock, or any loading area used for the storage or staging of materials being transported to or from the site, shall be located closer than 50 feet to any lot in a residential district unless entirely contained within a completely enclosed building, or screened as required by §153.065(E)(3)(e), nor shall any loading dock or loading area directly face a residential district.

(c) Number Required

1. The number of off-street loading spaces required is based on the size of the principal structure, and is listed in Table 153.065-C.
2. Subject to approval of a required parking plan, the required number of loading spaces may be increased or reduced by the required reviewing body when it is demonstrated that the frequency and type of loading activities at that location warrant a different number.

3. For principal structures of 25,000 square feet or less in gross floor area, loading and delivery activities may be conducted using an alley or service street, on-street parking spaces, or other on-site parking area as described in §153.065(B)(7)(b), unless the required reviewing body determines that a dedicated off-street loading space is necessary based on the frequency and type of loading activities anticipated for the use.

TABLE 153.065-C: LOADING SPACES REQUIRED PER PRINCIPAL STRUCTURE	
25,001-50,000 sq. ft. gross floor area	1 space
50,001-100,000 sq. ft. gross floor area	2 spaces
100,001 sq. ft. gross floor area or higher	3 spaces

(d) Design

1. All off-street loading spaces shall be at least 12 feet wide and 30 feet long with a height clearance of 14 feet, unless, at the determination of the required reviewing body, the typical delivery vehicle(s) designated in an approved parking plan can be adequately accommodated by reduced loading space dimensions.
2. Refer to §153.065(E)(3)(e) for off-street loading area screening requirements.
3. Truck loading and unloading docks and maneuvering areas shall be designed so that truck movements do not interfere with traffic on public streets or off-street parking when vehicles are parked for loading and unloading. Loading areas requiring vehicles to back in from the street are permitted. Vehicles loading or unloading may not extend over any sidewalk or into any public right-of-way between the hours of 6:00 am and midnight, unless located entirely within a designated on-street parking lane or within the vehicular travel lane of an alley or service street as permitted in an approved parking plan.

(8) Maintenance and Use

(a) General Provisions

1. Unless an equal number of required spaces conforming to §153.065(B) are provided, parking and loading areas shall be maintained and not used for any other purpose while the principal structure or use remains in operation. Other parking arrangements for temporary community activities and special events may be permitted with approval from the City of Dublin Events Administration
2. All parking lots shall be maintained free of potholes, litter, debris, glass, nails or other dangerous materials.

3. Surfacing, curbing, lighting fixtures, signs, and related appurtenances shall be maintained in good condition. The visibility of pavement markings delineating parking spaces and directional control shall be maintained.
4. Except on a temporary basis in the event of heavy rainfall or snowfall, all off-street parking and loading facilities shall be maintained free of accumulated snow or standing water which may prevent their full use and occupancy.
5. All permeable paving materials shall be maintained in an unbroken condition and shall be regularly swept and vacuumed to prevent blockages of sand, sediment, or other materials that would impair their permeability to water as originally designed.
6. Signs designating the use of individual private parking spaces for specific users, buildings or lots shall not be legible from a public right-of-way, except where such a sign is otherwise required by this Chapter.

**3b) Use Restrictions**

1. It is unlawful for any person to park or store any vehicle in a parking lot or parking structure without the consent of the owner, holder, occupant, lessee, agent or trustee of the property.
2. All vehicles parked in a parking lot or parking structure within a BSC district shall be operable and have a valid registration and license within the most recent 12-month period. For the purposes of this section, operable means capable of being started and driven.
3. A recreational and utility vehicle may be located outside of an enclosed structure for up to 72 hours in any 30-day period, provided the owner or person in charge of the recreational and utility vehicle is the owner or a guest of a resident of that property. The vehicle shall be parked on a hard surface, and shall not be used for overnight sleeping or living.
4. Off-street parking and loading areas may not be used for material storage, storage or display of vehicles and/or merchandise, or for vehicle or machinery repair or maintenance. If located within an off-street parking or loading area, refuse storage stations and dumpsters shall be located and designed in accordance with §153.065(E) and shall not interfere with driveway circulation or access to parking spaces and loading areas.
5. Except on parcels where the sale of vehicles is a permitted or approved conditional use of

the property, no vehicle may be parked in any off-street parking or loading area for the sole purpose of displaying the vehicle for sale.

6. Unless no other parking area is reasonably available, no vehicle that, at the determination of the Director, is intended for the display of advertising to the public may be parked so as to be visible to traffic on a public street or parking area.

**1b) 2) STORMWATER MANAGEMENT**

All stormwater shall be managed as required by Chapter 53 of the Dublin City Code.

**(D) LANDSCAPING AND TREE PRESERVATION**

(1) Purpose

- (a) The intent of §153.065 is to improve the appearance of the BSC districts, reduce noise and air pollution, reduce heat island impacts, protect the character and value of surrounding neighborhoods, and promote public health and safety through appropriate urban-scale landscaping of street frontages and surface parking lots. This section is also intended to ensure buffering between significantly different land uses, and that trees are preserved and replaced in a manner appropriate to urban environments.
- (b) Because the BSC districts reflect a more urban, mixed use character than other portions of the city, these standards generally allow landscaping benefits to be achieved through intensities of planting or other forms of screening as an alternative to wide planted areas. Quantitative requirements for landscape materials are intended to provide minimum amounts based on the scale and intensity of development. Unless otherwise specified, these requirements should not be interpreted as requiring regular, symmetrical or standardized intervals of vegetation within landscape areas. Required landscaping should be creatively and architecturally designed to add visual interest and preserve natural integrity, as appropriate to the character of the surrounding area.

(2) General

- (a) The provisions of §§153.132 through 153.148 shall apply in the BSC districts unless specifically modified or waived by the provisions of §153.065(D).
- (b) Each application for development or redevelopment shall include a landscape plan showing compliance with the provisions of §153.065(D). The siting of buildings shall avoid the removal of desirable trees in good or fair

<b>T</b>	Number: 1	Author: Planning	Subject: Code Amendment	Date: 10/31/2013 10:33:11 AM
	<b>Proposed Amendment</b>			
	Add a purpose/intent statement and a more direct reference to the BSD requirements in the new Stormwater Management Design Manual.			
<b>T</b>	Number: 2	Author: Planning	Subject: Applicants Guide Notes	Date: 10/15/2013 2:48:02 PM
	Link to stormwater manual			
<b>T</b>	Number: 3	Author: Planning	Subject: Code Amendment	Date: 11/1/2013 1:08:47 PM
	<b>Potential Amendment</b>			
	Consider how food trucks may be impacted by this section.			