

PRESENTED: August 5, 2021

ADOPTED: August 5, 2021

ORDINANCE NO. 2021 – 08 . 01

AN ORDINANCE REPEALING AND REORDAINING CHAPTER 41 ENTITLED "ZONING ORDINANCE" OF THE CODE OF THE CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, MORE SPECIFICALLY UPDATING, REORGANIZING, AND CLARIFYING ARTICLE 8, ENTITLED "PARKING AND LOADING REQUIREMENTS"

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Danville, Virginia, that Article 8., entitled "PARKING AND LOADING REQUIREMENTS", of Chapter 41, entitled "Zoning Ordinance", of the Code of the City of Danville, Virginia, 1986, as amended, be, and the same is hereby, repealed and reordained to read as attached Exhibit "A".

BE IT FURTHER ORDAINED that all other provisions and chapters of said Code be, and the same are hereby, continued in full force and effect unless and until the same are hereafter amended or repealed.

APPROVED:




MAYOR

ATTEST:



CLERK

Approved as to
Form and Legal Sufficiency:



CITY ATTORNEY

EXHIBIT "A"

ARTICLE 8. -Parking and Loading Requirements

A. - Purpose.

These regulations establish off-street parking and loading requirements for buildings and uses. These requirements coincide with the intensity of buildings or uses. Parking and loading requirements prevent congestion on public streets by clearly defining and separating parking areas from roadways; remove pedestrian hazards in parking areas and public streets; create proper storm-water treatment; and make clear the availability and arrangement of spaces to all users.

B. - General Parking and Loading Area Regulations.

1. Whenever a use or an activity requiring off-street parking is created, enlarged or increased in activity or intensity, off-street parking areas for the associated use must be provided on-site and maintained.
2. Available on-street parking spaces may be counted toward the required number of off-street parking spaces if:
 - a. They are within 300' of the associated use; and
 - b. They are in the TW-C or CB-C zoning districts.
3. Required off-street parking and loading areas for new uses, additions to existing uses, and accessory uses must be determined by the regulations in effect when a change occurs. Required parking areas must not be changed to any other use unless and until equal facilities are provided and approved.
4. All off-street parking areas are solely for the parking operating vehicles by patrons, occupants, or employees of the associated use.
5. No vehicle, equipment, materials, or supply repair, dismantling, or servicing is allowed in off-street parking areas.
6. All required off-street parking and loading areas must be on the same property as the associated use except where otherwise allowed by this Article, where circumstances prevent such location, or where the public safety or the public convenience would be better served by an alternate location. The Zoning Administrator may authorize alternative and/or cooperative locations of required parking spaces subject to the following:
 - a. An alternative location must be in the same zoning district as the associated use.
 - b. If a development does not include on-site parking, then handicapped accessible spaces must be furnished as required by the current Virginia Uniform Statewide Building Code.
 - c. A shared parking location that provides parking for two (2) or more uses must be in the same ownership of at least one (1) of the properties and must have combined parking spaces equal to the sum required for the separate uses, unless the normal hours of the uses do not overlap.
 - d. The entrance to an alternative parking location must be within three hundred (300') feet and have an accessible pedestrian walking route to the associated use.
 - e. A recorded covenant or agreement, approved by the City Attorney, and recorded in the Danville Circuit Court Clerk's Office, must establish right to use an alternative parking location.
 - f. If an alternative parking location become unavailable, an equal number of parking spaces must be provided on the principal property or an alternative parking location within ninety (90) days from the date on which the alternative parking location ceased.

6. All off-street loading space must be provided with a clear route to a public right-of-way.
7. No motor vehicle repair work, with the exception of emergency service, is permitted in any space designated as off-street loading area.
8. All off-street loading areas, including aisles and driveways, must be constructed and maintained with a dustless paved surface, except as otherwise permitted for heavy equipment.

F. - Required Parking Spaces Computation.

1. Net floor area, as defined in Article 15, is the basis for required parking spaces unless otherwise indicated.
2. When the calculation determining the number of required parking spaces results in a fractional space, one (1) space must be provided for that fraction.
3. Mixed use development parking space requirements are the sum of the required spaces computed for different uses.
4. The Zoning Administrator may waive or reduce the number of required parking spaces if the following conditions are met:
 - a. An applicant demonstrates fewer spaces are necessary because the current or proposed use does not need the required spaces or the development provides an alternative parking location;
 - b. The development meets Virginia Uniform Statewide Building Code accessible space requirements;
 - c. The absence or reduction of onsite parking spaces will not negatively impact surrounding properties;
 - d. The development complies with any additional conditions applied when the Zoning Administrator waives or reduces required off-street parking spaces.

G. - Parking Space Minimums.

The minimum number of off-street parking spaces is determined by the following schedule:

Use	Minimum Number of Spaces
Residential Uses	
Residential dwellings	One (1) per dwelling unit
Uses accessory to residential uses in addition to required spaces per dwelling unit:	
accessory dwelling	One (1) per dwelling unit
roomers and boarders	One (1) per boarder
tourist homes or bed and breakfast	One (1) for each guest bedroom
Institutional Uses	
Places of worship	One (1) for each five (5) fixed seats; benches have capacity of one (1) person per 30" linear inches of bench
Arenas, auditoriums, and stadiums	One (1) parking space per five (5) spectator seats. One (1) parking space per 20 square feet of additional spectator area provided by the establishment. One (1) parking space per employee.
Art galleries, libraries, museums	Three (3) per 1,000 square feet
Clubs, lodges and other recreational facilities (6830)	One (1) per each five (5) persons of the rated capacity of the building
Schools, public and private, elementary and junior high	Two (2) per three (3) employees
High schools, public and private	Two (2) per three (3) employees plus one (1) per ten (10) students

I. - Private Streets, Drive Aisles, and Combined Drive Aisles and Parking Bays.

1. The Planning Commission may approve private streets in any residential single-family subdivision. Private drive aisles and combined drive aisles/parking bays in townhouse, apartment and non-residential development may be allowed as a part of the site plan approval process.
2. Emergency vehicles must be able to access private streets.

J. Electric Vehicle Parking Requirements

Electric vehicle parking spaces and charging stations required by this section must meet these additional standards:

1. Except for single-family residential uses, wherever the zoning code requires an off-street parking area of 30 spaces or more for any new or increased development, one (1) electric vehicle parking space is required for each 50 required parking spaces.
2. Electric vehicle parking spaces must be equipped with an electric vehicle charging station rated at electric vehicle charging level 2.
3. All electric vehicle parking spaces are reserved exclusively for electric vehicles.
4. Electric vehicle parking spaces must be marked by green painted lines or curbs.
5. Each electric vehicle parking space must have a sign designating the parking space as an electric vehicle parking space. in accordance with the Federal Highway Administration Manual on Uniform Traffic Control Devices {MUTCD}.
6. Electric vehicle charging stations must contain a retraction device, coiled cord, or a fixture to hang cords and connectors above the ground.