

Adopted 7/9/13

## ORDINANCE

AMENDING SECTION 7.5 OF THE UNIFIED DEVELOPMENT ORDINANCE, "OFF-STREET PARKING AND LOADING STANDARDS," TO EXEMPT CERTAIN USES FROM PARKING REQUIREMENTS AND REVISING OFF-STREET LOADING STANDARDS

WHEREAS, the City has invested significant grant and local funding in creating on-street parking through its Streetscape projects; and

WHEREAS, one of the purposes of the City's Streetscape projects is to stimulate private development; and

WHEREAS, requiring on-site parking for small infill projects can pose an impediment to redevelopment; and

WHEREAS, on-site parking requirements can limit reuse of historic structures; and

WHEREAS, where on-street parking is available, private property can often be better utilized for buildings than for parking; and

WHEREAS, on-site parking lots can be unsightly and generate stormwater runoff; and

WHEREAS, staff has prepared an amendment to the Unified Development Ordinance that eliminates on-site parking requirements where on-street parking is in place and revises off-street loading standards; and

WHEREAS, this amendment has been presented to the Beaufort--Port Royal Metropolitan Planning Commission and the Commission recommended approval; and

WHEREAS, a public hearing before the Beaufort City Council was held regarding this ordinance amendment on June 11, with notice of the hearing published in *The Beaufort Gazette* on May 20, 2013;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Beaufort, South Carolina, duly assembled and by authority of same, pursuant to the power vested in the Council by Section 6-29-760, *Code of Laws of South Carolina, 1976*, that Section 7.5 of *The Unified Development Ordinance of the City of Beaufort, South Carolina*, "Off-Street Parking and Loading Standards," be deleted and replaced with a new Section 7.5, "Parking and Loading Standards," to read as follows:

### **7.5 Parking and Loading Standards**

#### **A. Off-Street Parking**

Areas suitable for parking or storing automobiles in off-street locations shall hereafter be required in all districts at the time of the initial construction of any principal building; or when a structural alteration or other changes in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity. Off-street parking spaces shall have

access to a street or alley, and shall be provided and maintained in accordance with the following minimum requirements, except as provided in Section B.

<b>USE TYPE</b>	<b>PARKING REQUIREMENT</b>
<b>RESIDENTIAL USES</b>	
Single-Family	2 per dwelling unit
Two-Family	2 per dwelling unit
Townhouse	2 per dwelling unit
Manufactured Home	1 per home
Multi-Family	1 per efficiency 1 per one bedroom unit 1.75 per two bedroom unit 2 per 3+ bedroom units
Upper Story	None
Group dwellings	1 per three bedroom
<b>NONRESIDENTIAL USES</b>	
Assembly	1 per 5 seats (fixed seats) 1 per 300 square feet (without fixed seats)
Child Care Centers	1 per 10 children
College/ University	1 per 4 students
Elementary School	1 per 10 children
Professional/General Offices	1 per 300 square feet
General Commercial/ Retail	1 per 300 square feet
General Industrial	1 per 750 square feet
Government Buildings	1 per 300 square feet
High School	1 per classroom and administrative office, plus 1 per 10 seats
Hospital/ Clinics/ Nursing Homes	1 per 2 beds, plus 1 per staff, plus 1 per 4 employees
Overnight Guest Accommodations	1 per room
Medical Offices	1 per 300 square feet
Restaurants/ Cafes	1 per 4 seats, plus 1 per 2 employees
Theaters	1 per 4 seats, plus 1 per 2 employees
Warehousing/ Storage	1 per 2,000 square feet
Wholesale Business	1 per 2,000 square feet

**B. Exemptions from Off-Street Parking Requirements**

1. In the Core Commercial (CC) District, all nonresidential uses except for Motels/Hotels/Extended Stay Guest Accommodations shall be exempt from these off-street parking requirements. Where such uses elect to provide off-street parking, it shall meet the design requirements of this Section.
2. On a block face where formalized on-street parking is available, single-family and two-family dwellings, and nonresidential uses with less than 4,000 square feet of space, and any structure listed as “Contributing” on the 1997 Beaufort County Above Ground Historic Resources Survey, shall be exempt from these off-street parking requirements. Formalized on-street parking is parking constructed parallel or diagonal to the street right-of-way, defined by a ribbon or vertical curb, utilizing a durable surface material such as asphalt, concrete, pavers, or gravel, with appropriate stormwater controls.
3. For multifamily dwellings over three units, and for commercial buildings over 4,000 square feet, adjacent existing on-street parking within 400’ for the property line may be used to count towards the on-site parking requirement. Where on-street parking does not exist, additional on-street parking spaces meeting City standards may be constructed to fulfill all or part of the on-site parking requirement.
4. Any structure listed on the City’s Vacant and Abandoned Structures list being re-occupied for residential uses, shall be exempt from these off-street parking requirements if on-site parking cannot be accommodated.

**C. Parking Design Standards**

1. Tandem (stacked) off-street parking is permitted for single-family and two-family dwellings.
2. Off-street parking spaces shall be a maximum of nine feet wide and 18 feet long except for car with trailer and recreational vehicle spaces which may be larger.
3. The design of on-street parking spaces shall be approved by the Technical Review Committee.
4. Except for single-family and duplex dwellings, parking lots shall be marked as appropriate to provide for safe and efficient parking and for traffic and pedestrian circulation. Parking spaces up to the minimum number of spaces required by this section may be paved with asphalt or concrete. Parking spaces over the minimum of that required by this section shall be of pervious material.
5. The maximum number of surface lot parking spaces shall be no more than 140 percent of the required minimum number of spaces. For buildings with a footprint greater than 60,000 square feet, the maximum number of surface lot spaces shall be no more than 125 percent of the minimum number of spaces. This section shall not apply to lots zoned Industrial Park District.

**D. Location on Other Property**

If the required automobile parking space cannot reasonably be provided on the same lot on which the principal use is conducted, such spaces may be provided on other off-

street property provided such property lies within 400 feet of the main entrance to such principal use. Such parking space shall be measured along the street right-of-way line. Such automobile parking space shall be permanently associated with the principal use and shall not thereafter be reduced or encroached upon in any manner. The applicant shall demonstrate through the use of a property deed, contract, covenant, easement or some other means acceptable to the Administrator that the offsite parking spaces will be provided in perpetuity.

**E. Adjustments to Required Parking**

- 1.** The Administrator, with a recommendation from the Historic District Review Board or the Design Review Board as appropriate, may grant a reduction in the parking requirements set forth in this section in the following cases:
  - a.** Where uses in the same or adjoining development, having different peak hour demand, seek to share parking. The applicant must submit to the Administrator an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses.
  - b.** Where the special nature of a certain development (e.g., industrial uses, special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking listed in Section 7.5.A.
  - c.** Where fewer parking spaces are needed due to special designs and traffic mitigation measures incorporated in the parking lot design and circulation plan.
- 2.** The Administrator and the review board as appropriate, shall consider the following in determining whether a reduction is warranted:
  - a.** The likelihood that the reduced number of parking spaces can satisfy demand. For buildings with a footprint greater than 60,000 square feet, the maximum number of surface lot spaces shall be no more than 125% of the minimum number of spaces.
  - b.** The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow.
  - c.** The impact of periodic overflows upon the public streets and other parking facilities.
  - d.** The nature of surrounding land uses, character of surrounding road system, and nearby circulation pattern.
- 3.** In all cases, the burden to demonstrate that a reduction in parking requirements is warranted shall rest with the applicant.

**F. Use of Public Rights-Of-Way for Maneuvering**

When determining parking area requirements for individual uses, unpaved portions of the public rights-of-way on minor streets may be considered as permissible for maneuvering incidental to parking. On major streets, parking facilities shall provide space outside the public rights-of-way for maneuvering incidental to parking.

**G. Off-street Loading and Unloading Spaces**

Except in the CC commercial core area, every lot on which a business, trade, industry, is hereafter established shall provide space for the loading and unloading of vehicles off public rights-of-way. Such space shall be adequate so that no vehicle being loaded or unloaded in connection with normal operations shall stand in or project into a public street, walk, alley or way.

**H. Parking, Storage or Use of Campers or Other Major Recreation Equipment**

No major recreational equipment shall be parked or stored in any residential zoning district in a manner which poses a nuisance or constitutes a hazard, provided however that such equipment may be parked anywhere on residential premises for a period not to exceed 12 hours during loading or unloading. Such equipment shall observe all setbacks, yard, and other requirements set forth within the residential districts in which they are located. Parking or storage of recreational equipment shall not be permitted in any residential district between the street and the building face. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a residential lot, or in any location not approved for such uses.

**I. Parking and Storage of Certain Vehicles**

- 1.** Automotive vehicles, trailers, or vehicles of any kind or type, requiring licenses, but without current plates, shall not be parked other than in completely enclosed buildings.
- 2.** In residential districts, unlicensed vehicle restoration is permitted, provided the vehicles undergoing restoration or used for parts shall either be covered by a commercially manufactured opaque automobile cover in serviceable condition or stored in an enclosed building. Not more than one vehicle per premises for either renovation or parts may be screened by use of a cover. The other vehicle must be in an enclosed building. The cover shall be securely fastened to the vehicle. The vehicle screened by use of a cover must be registered with and a permit obtained for a three-year period from the Codes Enforcement Office. There shall be no limit on renewal of the permit. Commercial repairs and/or restoration of vehicles shall only be conducted in the appropriate zoning districts.
- 3.** Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any kind of commercial, industrial, agricultural and transportation vehicles/equipment used primarily for business purposes, shall not be parked or stored on or about any residential district within the City for purposes other than unloading, loading or delivery services. Automobiles, small trucks, vans, vehicle trailers permitted in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this section.
- 4.** Portable cargo or freight storage containers in any district for purposes of loading or unloading, for a period not to exceed 10 days.

This ordinance shall become effective immediately upon adoption.

(SEAL)

Attest:

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BILLY KEYSERLING, MAYOR

\_\_\_\_\_  
IVETTE BURGESS, CITY CLERK

1st Reading \_\_\_\_\_

2nd Reading & Adoption \_\_\_\_\_

Reviewed by: \_\_\_\_\_  
WILLIAM B. HARVEY, III, CITY ATTORNEY