
**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

Meeting Date: 11/10/2015
Agenda Item: 2

ACTION: Request for a Code Text Amendment for **DOWNTOWN PARKING STANDARDS**, consisting of changes within the Zoning and Development Code for general parking ratios and parking reductions specific to properties with the zoning designation of CC, City Center District, establishing an alternate standard for parking requirements in the downtown. The applicant is the Community Development Department.

FISCAL IMPACT: There is no fiscal impact on City funds.

RECOMMENDATION: Staff – Approval

BACKGROUND INFORMATION: In conjunction with the Downtown Strategic Parking Plan to improve the parking experience for downtown Tempe users, staff is recommending changes within the Zoning and Development Code for general parking ratios, parking reductions specific to properties with the zoning designation of CC, City Center District and establishing an alternate standard for parking requirements in the downtown. The request includes the following:

1. Code Text Amendment for changes to Section 4-603 and a new Section 4-607.

ATTACHMENTS: Ordinance, Project File

STAFF CONTACT(S): Ryan Levesque, Deputy Community Development Director (480-858-2393)

Department Director: Dave Nakagawara, Community Development Director

Legal review by: N/A

Prepared by: Ryan Levesque, Deputy Community Development Director

COMMENTS:

This is a request for a code text amendment within the Zoning and Development Code pertaining to general parking ratios and parking reductions specific to properties with the zoning designation of CC, City Center District, establishing an alternate standard for parking requirements in the downtown.

Communities and developers recognize that urban, mixed-use, walkable places need parking to thrive. Retail activity in particular requires convenient parking spaces that can handle high turnover. Businesses almost always need some parking for their employees, but the amount needed can vary widely. The need for parking may shift throughout the day as people come to shop, employees head to work, and residents go out for the evening. Residents and employees in more urban areas usually own fewer cars and drive less than is typical in suburban/conventional developments. Yet typical parking regulations and codes simply require a set amount of parking for a given square footage or number of units, assuming all trips will be by private automobile and ignoring the neighborhood's particular mix of uses, access to transit, biking, and walking, within context of a region. Such inflexible parking requirements can force businesses to provide unneeded parking that wastes space and money. The space and money devoted to unnecessary parking could be used to accommodate other homes, businesses, shopping, or other urban opportunities. In some cases, rigid parking standards can discourage or even prevent development, because providing it is just too expensive.

Faced with increased requests in the past couple decades for reduced parking regulations, decision-makers have responded favorably. Future reduction requests could be approached in two possible ways: by offsetting potential demand with a public supply of parking spaces (on-street or municipally financed public garages) or by requiring private sector parking provisions with certain incentives. The latter could either take the form of regulations (i.e., requiring private developers of "parking generators" to build new spaces) or leaving parking provision to market forces. Staff is recommending a market demand approach while establishing a baseline minimum for parking needs on project sites that provide new development for commercial and residential uses. The new standards are based on the City's strong support for alternate modes of transportation within the downtown in the form of a transportation center hub for all local bus routes, two light rail stations for Valley Metro Rail, and recent studies and analysis seeking federal funds for a "street car" program running through Mill Avenue which will further offset parking demands.

The City of Tempe's parking standards are primarily a one size fits all, and does not take into account the urban environment within the downtown with multiple forms of alternative transportation.

Council gave staff direction to study parking issues after awarding a parking consultant, Kimley-Horn, which provided a comprehensive analysis of parking items to address within the downtown area. Staff conducted a review of previously approved parking standards (PADs) and analyzed cities with downtown alternate parking standards. In every instance, parking standards had been drastically reduced, primarily because traditional ordinance parking standards (one size fits all) does not take into account a shared mix of uses, and parking utilized for a captured market. The current "band aid" approach has historically authorized changes to parking requirements through a shared downtown parking model, the Transportation Overlay District (2006) providing some parking reductions and many other sites with reduced parking based on approved Planned Area Development Overlay. The parking in this area is inconsistent with the remainder of the city. The goal is to look at downtown parking as a collective whole and to propose alternative parking standards which will encompass commercial, hotel, office and residential parking scenarios. Proposed provisions for Downtown will require the developments to submit a "parking management plan" and designate a portion of the development's parking for public use.

Proposed Downtown Parking Standards

The following parking standards are proposed for the areas encompassing properties designated with the CC, City Center District zoning:

"Commercial" parking use

The all-in-one "Commercial" use category takes the guessing game out of the initial development review process when trying to guess how much retail or restaurant uses will be provided within a new building.

The proposed parking standards for downtown consolidates parking ratios required for retail, office, restaurants, bars and other similar retail uses, into a single category of "commercial". (1 space per 500 sf. of building area, after waiving the first 5,000 sf). This change will allow existing tenant spaces to creatively change occupancy based on the market demand for such space, and without additional hassle through city processing. Currently a lot of the older tenant sites have operated under a shared parking model, using park-by-demand justification through a professional parking analysis. These changes will stream-line the tenant improvement process in order to open a new business in a reasonable time frame. The 1/500 ratio is also utilized in comparison with the Transportation Overlay District standards that allow reductions for retail and service uses. Along with the waiver of 5,000 sf. and applying the 1/500 ratio, the minimum parking requirement incentive within the TOD overlay will be the same (EX: 30,000 sf. = 50 spaces). Beyond 30,000 sf. the downtown parking ratio will offer a greater reduction in parking requirements than the TOD currently allows. Additionally, staff as well as input from the parking consultants, recognize that downtown is a "captured market" for parking needs. Whereby one parking facility location may serve a parking need for that site, but that parking customer may shop or visit multiple locations in the downtown.

Residential parking reductions

Throughout the city, required minimum parking standards for residential development have sought reductions, on average seeking 10-20% below the base standards, regardless of location. Recognizing in a vertical mixed-use environment, such as downtown, residential parking does not blend well with other land use parking needs. Resident parking typically is restricted from the general public with the rest of the parking left to fend for itself. Through establishing a new base minimum parking intended to be restricted for resident use, the project must also designate and provide certain amount of public parking, intended for guests or visitors of the site. If a resident only project, then half of the guest parking is required for the development (0.1 spaces per unit).

Parking Management Plan

Recognizing parking ratios are established, modified and then a development is left to decide how those spaces will be utilized, a "parking management plan" will take the assumptions out of the equation and require the developer to creatively device a plan as to how the parking for employees, residents and the public will be allocated. A key component of this process is designating an appropriate amount of "public parking", intended for unrestricted use for customers and/or guests. This missing element from our current parking requirements and practices will ensure that although the Code is allowing relief from the traditional parking standards, the project must still provide a certain amount of contribution to the general parking pool for the site and greater downtown. Each allocation and need will be evaluated through the Development Plan Review process and determine from the decision-makers on a case-by-case basis.

Example of Parking Standards Comparison

EX #1: 120,000 sf. office building, including ground floor restaurants and retail:

Base Code parking:

(1/300 office, 1/75 restaurant, 1/300 retail; assumption 70/30% restaurant to retail)

$366.6 + 93 + 10 = 470$ minimum parking required

TOD Station Area parking:

(first 15,000sf waived for office/retail then 1/300, first 1,250 sf waived for restaurant, then 1/75)

$326.6 + 76.6 = 403$ minimum parking required

Proposed Downtown Parking:

(first 5,000sf waived for commercial then 1/500)

230 minimum parking required

EX #2: 220 Unit (440 bedroom) building, with 12,000sf ground floor commercial:

Base Code parking:

(avg. 1- 2- & 3- bedroom/units + guest 1/0.2, 1/75 restaurant, 1/300 retail; assumption 70/30% restaurant to retail)
225 + 292 + 365 + 44 + 93 + 10 = 1,029 minimum parking required

TOD Station Area parking:

(0.75 per bedroom + guest 1/0.2; first 15,000sf waived for retail then 1/300, first 1,250 sf waived for restaurant, then 1/75)
586 + 44 + 95 + 8 = 733 minimum parking required

Proposed Downtown Parking:

(0.5 per bedroom (1-2 beds), 0.3 (3-beds); first 5,000sf waived for commercial then 1/500)
75 + 146 + 131 + 14 = 366 minimum parking required (+ dedicated public parking factored into equation)

Conclusion

By creating an environment that supports efficient use of parking, developments can also lead to a better balance between parking needs, reduce traffic demands, and focus additional efforts on other sustainable community objectives and goals. This code amendment will allow for a more appropriate minimum base requirement for the downtown, based on Tempe's past zoning history.

HISTORY & FACTS:

Circa 1978-2004	Standard Parking requirements for Ordinance No. 808, applicable to entire City.
January 20, 2005	Zoning Ordinance No. 808 repealed and new Zoning and Development Code was adopted, which included reductions in parking for office and retail uses from (1 space per 250 sf.) to (1 space per 300 sf.).
November 17, 2005	City Council adopted the Transportation Overlay District, consisting of more than half of the properties within the downtown receiving up to 25% in parking standard reductions for office, retail and restaurant uses.
October 2006	The Downtown Tempe Community, commissioned Carl Walker Inc. to provide an assessment of the current parking conditions, supply and demand for the greater downtown area.
April 28, 2011	At the Mill and Lake District Council Committee, comprised of all City Council members, staff presented a draft proposal for the Downtown parking reductions. Council gave staff permission to study parking issues with members of the Development Review Commission, Downtown Community Inc. (DTC), and Arizona State University (ASU) to determine if there should be multiple parking standards for the City of Tempe.
November 21, 2013	City Council awarded Kimley-Horn a one-year contract to develop a Downtown Parking Strategic Plan and implementation plan.
June 12, 2014	Staff presented proposal to Council: Based on Council input staff began the implementation process: Fifth Street improvements, changes to loading zones, changes to Downtown parking standards. Additional process steps pending.
November 10, 2015	Development Review Commission public hearing for this request.

December 3, 2015	City Council introduction and first public hearing for this request.
December 17, 2015	City Council second and final public hearing for this request.
January 16, 2016	Anticipated effective date of ordinance.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendments and Code Text Amendments

ORDINANCE NO. 2015.____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE ZONING AND DEVELOPMENT CODE, PART 4, CHAPTER 6 – PARKING, SECTIONS 4-603, 4-607 – DOWNTOWN PARKING STANDARDS; AND PART 7 – DEFINITIONS, SECTION 7-117.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That Section 4-603(E) of the Zoning and Development Code, pertaining to parking ratio table, is hereby amended to read as follows:

- E. **Parking Ratio Table.** Table 4-603E provides minimum *off-street parking* requirements for uses allowed by this Code. Requirements for uses not specifically listed shall be determined by the Zoning Administrator using the similar use ruling procedure in Section 6-301. *Parking* ratios for uses in all MU zoning districts shall be established through the PAD Overlay process. PARKING RATIOS FOR USES LOCATED IN THE CC, CITY CENTER DISTRICT, SHALL COMPLY WITH THE STANDARDS ESTABLISHED IN TABLE 4-607A, DOWNTOWN PARKING STANDARDS.

Section 2. That Section 4-607 of the Zoning and Development Code, pertaining to a new section for downtown parking standards, is hereby added to read as follows:

SECTION 4-607 DOWNTOWN PARKING STANDARDS.

THE FOLLOWING PARKING REQUIREMENTS HAVE BEEN ESTABLISHED FOR USES LOCATED IN THE CC, CITY CENTER DISTRICT AND SHALL UTILIZE PARKING RATIOS IN TABLE 4-607A. IF RATIOS ARE NOT IDENTIFIED IN TABLE 4-607A, THEN THE GENERAL PARKING STANDARDS FOUND IN TABLE 4-603E SHALL APPLY. THE CC DISTRICT SHALL BE EXEMPT FROM THE REDUCTIONS FOUND IN TABLE 5-612A – TRANSPORTATION OVERLAY DISTRICT REDUCTIONS TO MINIMUM PARKING.

- A. THE FIRST FIVE THOUSAND (5,000) SQUARE FEET OF BUILDING AREA FOR COMMERCIAL USE, AS DEFINED IN TABLE 4-607A, SHALL BE WAIVED FOR THE PURPOSE OF DETERMINING THE MINIMUM REQUIRED PARKING FOR THE SITE.
- B. PUBLIC PARKING SHALL BE PROVIDED FOR ALL NEW DEVELOPMENT AND DETERMINED AS PART OF THE PARKING MANAGEMENT PLAN. FOR THE PURPOSE OF THIS SECTION, "PUBLIC PARKING" MEANS, PARKING WHICH IS NOT ALLOCATED OR NOT RESTRICTED FOR EXCLUSIVE USE BY EMPLOYEES OR RESIDENTS, AND SHALL REMAIN AVAILABLE FOR CUSTOMERS OR GUESTS REGARDLESS OF ACCESSIBILITY OR ASSOCIATED FEES FOR SUCH PARKING.

C. PARKING MANAGEMENT PLAN. A PARKING MANAGEMENT PLAN SHALL BE PROVIDED AS PART OF A COMPREHENSIVE EFFORT FOR ESTABLISHING EMPLOYEE, RESIDENT, AND PUBLIC PARKING IN A NEW DEVELOPMENT THAT PROVIDES EITHER ON-SITE AND/OR OFF-SITE PARKING LOCATIONS AND HOW THOSE SPACES ARE MANAGED. THE PURPOSE OF THE PLAN IS TO MINIMIZE TRAFFIC, ENCOURAGE ALTERNATE MODES OF TRANSPORTATION, AND EFFECTIVELY ALLOCATE PARKING NEEDS FOR THE GREATER DOWNTOWN AREA. THE PLAN SHALL BE BASED ON A PROFESSIONAL ANALYSIS AND SHALL BE PROCESSED AS A PART OF THE DEVELOPMENT PLAN REVIEW, SUBJECT TO APPROVAL OF THE APPROPRIATE DECISION MAKING BODY. ANY VIOLATION OF THIS SECTION IS SUBJECT TO THE ENFORCEMENT AND PENALTIES SET FORTH IN SECTION 1-201, VIOLATIONS AND PENALTIES. THE PLAN SHALL CONFORM TO THE FOLLOWING STANDARDS:

1. THE PARKING MANAGEMENT PLAN SHALL IDENTIFY THE LOCATION OF SPECIFIC PARKING FACILITIES AND THE NUMBER OF PARKING SPACES IN SUCH FACILITIES THAT ARE AVAILABLE TO MEET THE PARKING DEMAND OF THE NEW DEVELOPMENT.
2. PARKING IDENTIFIED ON THE PLAN SHALL BE DELINEATED AS BEING RESERVED FOR EMPLOYEES, RESIDENTS, OR PUBLIC PARKING, AND WHETHER VALET OR OTHER ACCESS CONTROL MEASURES ARE USED TO ENSURE THE AVAILABILITY AND ENFORCEMENT OF THE PLAN.
3. THE PROFESSIONAL ANALYSIS SHALL DEMONSTRATE THAT ADEQUATE PARKING FOR THE PUBLIC IS PROVIDED, IDENTIFYING EXISTING SUPPLY AND DEMAND WITHIN THE SURROUNDING PARKING FACILITIES AND WHAT IS PROVIDED ON SITE.
4. A SHARED PARKING MODEL, AS IDENTIFIED IN SECTION 4-604(B), SHALL NOT BE USED FOR THE PURPOSE OF REDUCING THE MINIMUM PARKING STANDARDS FOUND IN TABLE 4-607A.
5. THE OWNER OR MANAGER DESIGNEE OF A DEVELOPMENT APPROVED UNDER THE PARKING MANAGEMENT PLAN, SHALL PROVIDE AN ACCURATE AND CURRENT RECORD OF THE USES AND PARKING ALLOCATION FOR THE DEVELOPMENT. THE COMMUNITY DEVELOPMENT DIRECTOR, OR DESIGNEE, MAY REQUIRE THIS RECORD BE PROVIDED OR UPDATED WHEN THE OWNER APPLIES FOR A CHANGE IN USE OR DEVELOPMENT PLAN REVIEW FOR THE SUBJECT SITE.

D. PARKING AFFIDAVIT. WHEN OFF-SITE PARKING IS PROVIDED AS PART OF THE PARKING MANAGEMENT PLAN, THE OWNER OF THE SITE ON WHICH THE SHARED PARKING IS LOCATED SHALL FILE A PARKING AFFIDAVIT WITH THE COMMUNITY DEVELOPMENT DEPARTMENT. THE PARKING AFFIDAVIT SHALL TRANSFER THE RIGHT TO THE UNQUALIFIED AVAILABILITY OF A SPECIFIC NUMBER OF PARKING SPACES FROM ONE PROPERTY (WHICH CAN NO LONGER TAKE CREDIT FOR THEM) TO ANOTHER. THIS AGREEMENT SHALL BE COMPLETED PRIOR TO RECEIVING BUILDING PERMITS.

Table 4-607A: CC District Parking Standards		
Use	Vehicle Parking Minimums	Bicycle Parking Minimums
<u>COMMERCIAL (ALL TYPES): BAR, CLINIC, CLUB, ENTERTAINMENT, OFFICE, RESTAURANT, RETAIL, FITNESS CENTER, THEATER, ETC.</u>	<u>FIRST 5,000 SF WAIVED. 1 SPACE PER 500 SF THEREAFTER</u>	<u>SEE TABLE 4-603E</u>

Table 4-607A: CC District Parking Standards		
Use	Vehicle Parking Minimums	Bicycle Parking Minimums
<u>COMMERCIAL, OUTDOOR</u>	<u>0</u>	<u>0</u>
<u>CHURCH / PLACE OF WORSHIP</u>	<u>1 SPACE PER 300 SF FOR SANCTUARY + SCHOOL, ETC.</u>	<u>SEE TABLE 4-603E</u>
<u>CONFERENCE / ASSEMBLY</u>	<u>FIRST 10,000 SF WAIVED FOR HOTELS.</u> <u>1 SPACE PER 300 SF THEREAFTER</u>	<u>0</u>
<u>HOTEL / MOTEL</u>	<u>0.3 SPACES PER UNIT + COMMERCIAL, CONFERENCE, ETC.</u>	<u>SEE TABLE 4-603E</u>
<u>RESIDENTIAL</u> <u>SINGLE-FAMILY</u> <u>MULTI-FAMILY (ALL TYPES)</u> <u>GUEST</u> <u>STUDIO</u> <u>1 BEDROOM UNIT</u> <u>2 BEDROOM UNIT</u> <u>3 BEDROOM UNIT</u> <u>4 BEDROOM UNIT OR MORE</u>	<u>1 SPACE</u> <u>0.1 PER UNIT (WITHOUT COMMERCIAL)</u> <u>0.5 SPACES PER BEDROOM</u> <u>0.5 SPACES PER BEDROOM</u> <u>0.5 SPACES PER BEDROOM</u> <u>0.3 SPACES PER BEDROOM</u> <u>0.3 SPACES PER BEDROOM</u>	<u>0</u> <u>SEE TABLE 4-603E</u>
<u>SCHOOL</u>	<u>1 SPACE PER 300 SF OF CLASSROOM + OFFICE</u>	<u>SEE TABLE 4-603E</u>

NOTE: PUBLIC PARKING SHALL BE PROVIDED AND DETERMINED AS PART OF A PARKING MANAGEMENT PLAN.

KEY:
SF = SQUARE FEET

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this __day of _____, 2015.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

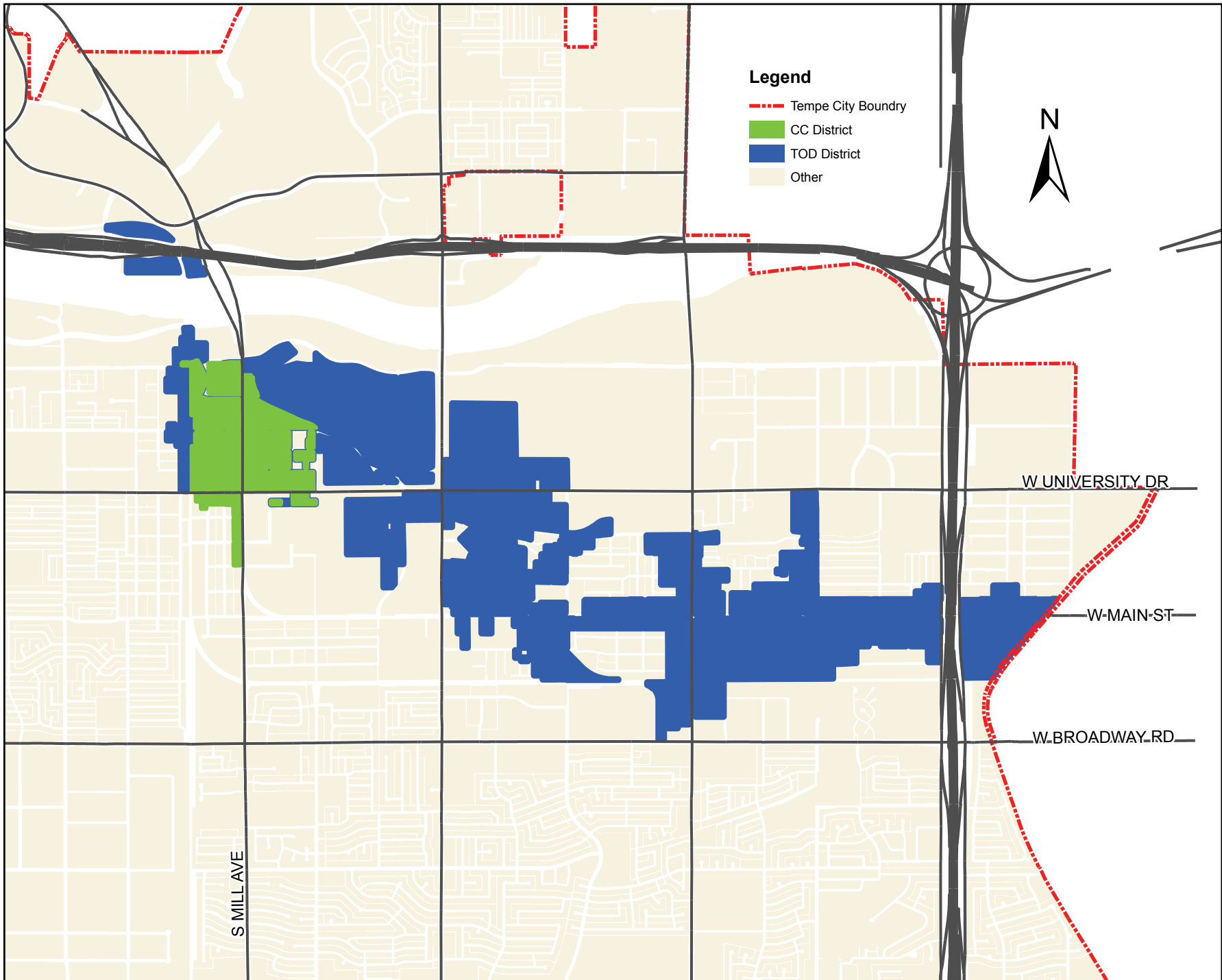
City Attorney



PROJECT FILE
for
DOWNTOWN PARKING STANDARDS
(PL150432)

ATTACHMENTS:

1. Area Map for CC District
2. Tempe Parking Standards Comparison
- 3-5. Comparison of Other Cities



Source: City of Tempe, Community Development, Planning Div.

TEMPE PARKING REQUIREMENT COMPARISON

Uses	Standard	TOD (corridor)	TOD (station area)	PROPOSED CC District
Commercial:				First 5,000sf waived per lot; 1/500 thereafter
Retail/Office	1/300	25% waiver (up to 10,000sf) = 1/400	50% waiver (up to 30,000sf) = 1/600	
Restaurant	1/75	25% waiver (up to 1,250sf) = 1/100	50% waiver (up to 2,500sf) = 1/150	
Bar	1/50	25% waiver (up to 1,250sf) = 1/67	50% waiver (up to 2,500sf) = 1/100	
Hotel	1/unit + office, etc.	1/unit + office	1/unit + office	0.3/unit, excludes office, conference, etc.
Conference	1/125	1/125	1/125	First 10,000sf for hotels waived 1/300 thereafter
School	1/200 or 1/300	No change	No change	1/300
Theaters	1/3 seats	1/3 seats (-50 seats)	1/3 seats (-150 seats)	See Commercial
Residential:				
Guest parking	0.2/unit	0.2/unit	0.2/unit	0.1/unit (without commercial)
Studio	1/unit = 1/bed	.75/bedroom	.75/bedroom	0.5/bedroom
1 bedroom	1.5/unit = 1.5/bed	.75/bedroom	.75/bedroom	0.5/bedroom
2 bedroom	2/unit = 1/bed	.75/bedroom	.75/bedroom	0.5/bedroom
3 bedroom	2.5/unit = 0.83/bed	.75/bedroom	.75/bedroom	0.3/bedroom
4 bedroom	3/unit = 0.75/bed	.75/bedroom	.75/bedroom	0.3/bedroom
5+		.75/bedroom	.75/bedroom	0.3/bedroom
Other uses...				Refer to standard

Note: (# of parking spaces required per Square Feet of building area)

COMPARISON CHART OF OTHER CITIES DOWNTOWN/URBAN PARKING

Cities	Ann Arbor, MI	Athens, GA	Austin, TX	Berkeley, CA	Boulder, CO	Los Angeles, CA
Area of Regulation:	C2A District	C-D District	CBD, DMU and reductions in Univ. N'hood Overlay	C-2 Central Commercial District	DT, RH-3, MU-3 and BMS (within a parking district)	Downtown Business District
Retail	1/500sf	0	1/275sf 20% of min. req. parking, And 60% of the max. req. (60% in UNO) (60% in TOD except in CBD)	1.5/1,000sf of non residential use (approx. 1/666sf) (MU-R: 2/1,000sf)	0 for non-residential uses	Specific area exemption Over 7,500sf: 1/1000sf Except other specified areas 1/500
Office	1/500sf	0	1/275sf (+20%/60%)	1.5/1,000sf	0	
Restaurant	1/500sf	0	1/100 under 2,500sf , 1/75 (+20%/60%)	1.5/1,000sf (MU-R: 1/300sf)	0	1,000sf or less: 1/200sf 1/100sf others
Bar	1/500sf	0	1/100sf (+20%/60%)	1.5/1,000sf	0	1/100sf
Hotel	1/500sf		1.1/unit (+20%/60%)	1/3 units + 1/3 employees	0	
Conference	1/500sf	0	1/50sf (+20%/60%)	1.5/1,000sf	0	1/10 seats or 1/100
Theaters	1/500sf	0	1/4 seats	1.5/1,000sf	0	

Cities	Ann Arbor, MI	Athens, GA	Austin, TX	Berkeley, CA	Boulder, CO	Los Angeles, CA
Residential: Studio Unit 1 bed. Unit 2 bed. Unit 3 bed. Unit 4+ bed. Unit	1/1000sf	1 space 1 space 2 spaces 2 spaces	1/unit 1.5/unit + .5 per add. bed. 60% of the min. req. parking and TOD (40% in UNO)	1/unit; If 5 or more, 1 for every 3 dwelling units. (MU-R: 1/unit)	1.25/unit	In the Central City Area: 1 space per unit + 1per 20 guest rooms...
Parking Exemptions:	No parking required for floor area that does not exceed 300% of lot area	Uses other than Residential and Hotels are NOT required parking or loading areas.	No Parking req. for buildings less than 6,000sf existing since 4-7-97		No parking required for Non-Residential uses in parking district.	
Misc req.	Required spaces may be provided in public parking lot or structure subject to an agreement, or provided privately on or off site if shown on an approved plan	No more than 25% of the required parking permitted between the building and the street.	Greater than 10,000sf, on site loading facility req. and refuse. facility for: a new building or for a new use established in an existing building;	1 loading space for every 40,000sf of new building.		Parking must be located on the same lot or within 1,500 feet.
			off-street parking not required for a designated historic landmark or district;	In-lieu parking fee instead of providing required parking, for public parking funds		Government offices and hospitals: 1/1000sf

Cities	Ann Arbor, MI	Athens, GA	Austin, TX	Berkeley, CA	Boulder, CO	Los Angeles, CA
				Live-work: 1/unit + 1/1000sf for the first work		
Bike Parking				Commercial: 1 per 2,000sf	3 spaces for every 10% of required auto spaces. Exempted in the A, RR, RE, RL, RM, and RMX districts	
Parking Maximums						