

Ordinance No. 1223

AN EMERGENCY ORDINANCE to amend and reordain Sections 35-23, 35-24, 35-25 and 35-26 of Article V, Chapter 35 of The Code of the City of Alexandria, Virginia, 1953, as amended; which Chapter 35 relates to ZONING, which Article V relates to OFF-STREET PARKING AND LOADING, which Section 35-23 relates to INTENT OF ARTICLE, which Section 35-24 relates to OFF-STREET PARKING GENERALLY, which Section 35-25 relates to LOADING AND UNLOADING AREAS GENERALLY, and which Section 35-26 relates to CENTRAL BUSINESS DISTRICT.

WHEREAS, pursuant to due and timely notice of the time and place of hearing published in a daily paper of general circulation published in the City of Alexandria, Virginia, a public hearing was held in relation to the matters hereinafter set forth, at which public hearing parties in interest and citizens had an opportunity to be heard.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That section 35-23, Article V, Chapter 35 of The Code of the City of Alexandria, Virginia, 1953, as amended, be and the same is hereby amended and reordained to read:

Sec. 35-23. Intent of article.

In order to lessen congestion on the streets of the city and facilitate the safe and expeditious movement of traffic throughout the city, it is the intent of this article to require that the owners and occupants of all buildings hereafter erected, changed in use, or altered within the city shall provide off-street space for the parking and loading and unloading of vehicles using the facilities of such buildings.

Section 2. That section 35-24, Article V, Chapter 35 of The Code of the City of Alexandria, Virginia, 1953, as amended, be and the same is hereby amended and reordained to read:

Sec. 35-24. Off-street parking generally.

The following regulations shall apply:

(a) No land shall be used, no structure or building shall be erected, changed in use, or altered, unless the off-street parking space herein required is provided; provided that off-street parking space need not be provided for land, structures or buildings actually used and operated or buildings under construction or buildings for which the final site plan has been approved or the building permit applied for on the effective date of this section, unless, after the effective date of this section, such land, structures or buildings are enlarged, altered, or changed in use, in which case, the provisions of this article shall apply to such change in use, addition or alteration; provided further that the provisions of this section shall not apply to alterations of existing single or two family residences or conversion of existing buildings to such uses in cases where lot size or configuration will not reasonably permit off-street parking to be provided.

(b) Each parking space herein required shall be no less than twenty (20) feet in length and nine (9) feet in width, exclusive

of driveways and aisles, and contain no less than one hundred eighty (180) square feet.

Aisles with two-way traffic movement shall be no less than twenty-two (22) feet in width. Aisles with one-way traffic movement shall be as follows:

1. Aisles serving 90° parking shall be no less than twenty-two (22) feet in width.

2. Aisles serving 45° or 60° parking shall be no less than twenty (20) feet in width.

3. Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than sixteen (16) feet in width. All other aisles serving parallel parking shall be twelve (12) feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.

The required driveways and parking spaces required by this section shall be smoothly graded, adequately drained, and constructed with suitable subgrade, base and surfacing to be durable under the use and maintenance contemplated and so that they can be reasonably used for off-street parking facilities. Any grade transition shall be designed and constructed to prevent undercarriage and bumper guards from dragging. Such parking facilities must be properly maintained and aisles must remain open and free for traffic flow.

(c) For all single family and two family residential dwellings such required off-street parking facilities shall be located on the same lot as the main building.

For all multi-family dwellings such required off-street parking facilities shall be located on the same lot as the main building, or on a lot immediately contiguous to the main building lot, or on a lot separated from the main building lot by an alley, or directly across the street from the main building when separated by minor local street only.

For all commercial or industrial uses, the distance from the off-street parking facility to the commercial or industrial use which it serves, shall not exceed five hundred feet from the nearest corner of the lot containing the structure to the nearest usable portion of the lot used for parking, provided that such off-street parking facility shall be permitted in a residential zone, only with a special use permit as specified in sections 35-61 to 35-64 of this Chapter.

For all other uses, including, but not limited to churches, fraternal organizations, private and public schools and community buildings, such required off-street parking shall be located on the same lot as the main building, or on a lot immediately contiguous to the main building lot, except that off-street parking may be permitted within three hundred feet with a special use permit as specified in sections 35-61 to 35-64 of this Chapter.

(d) Such off-street parking facility as required by this article, for a particular structure or premises, shall not be included as part of the off-street parking facility of any other structure or premises unless such off-street parking facility is of sufficient area so as to satisfy the requirements of both or all such structures or premises served by such facility.

It shall be unlawful to diminish the off-street parking facility required for any structure or premises by this article, unless another such facility, meeting all the requirements, be substituted.

(e) Means of ingress and egress for the off-street parking facility shall be constructed in accordance with prevailing city standards and remain adequate and unobstructed at all times. The off-street parking facility shall be constructed so that no part of parked vehicles will extend beyond the parking space so as to obstruct walkways, sidewalks, streets, or alleys.

(f) In the case of any use not listed in this section, the requirements of the most similar listed use shall apply.

(g) Schedule of requirements.

1. Single family and two family dwellings—One space per dwelling unit. One additional space shall be provided when such dwelling unit contains a permitted professional office use.

2. Multi-family dwellings—For all buildings or structures used for multi-family dwelling purposes, the required off-street parking shall be as follows for all Planning Districts:

One space for each unit up to and including one-bedroom unit.

One and one-fourth spaces for each two-bedroom unit.

One and one-half spaces for each three-bedroom unit or larger.

3. Boarding and rooming houses—One space for each four guest rooms.

4. Tourist homes—One space for each two guest rooms.

5. Tourist courts, hotels, or motels—One space for each guest room or dwelling unit, except that for buildings over three stories in height, one space for each two guest rooms or dwelling units.

6. Hospitals, including nursing homes, sanitariums and convalescent homes—One space for each two patient beds.

7. Community buildings, fraternal organizations, civic clubs, lodges, museums, libraries and similar uses—One space for each two hundred square feet of floor area.

8. Theatres, auditoriums, assembly halls and restaurants—One space for each four seats.

9. Clinics, medical and/or dental—One space for each two hundred square feet of floor area.

10. Churches—One space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.

11. Schools, elementary—One space for each twenty-five classroom seats.

12. Schools, high—One space for each ten classroom seats.

13. Schools, day nursery and/or nursery—Two spaces for each classroom.

14. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft, and the like—One space for each two seats.

15. Automobile service station—One space for each gasoline pump.

- 16. Amusement enterprises (indoor)—one space for each two hundred square feet of floor area on all floors.
- 17. Amusement enterprises (outdoor)—One space for each four hundred square feet of lot area.
- 18. Retail uses—The required number of parking spaces shall be determined by the following table:

Total floor area in square feet per floor		Required number of parking spaces per given square feet of floor area					
		GROUND FLOOR			OTHER FLOORS		
		Planning Districts			Planning Districts		
Not Less Than	Not More Than	I	II	III	I	II	III
-----	1,500	1 per 200	1.1 per 200	1.2 per 200	1 per 300	1.1 per 300	1.2 per 300
1,500	5,000	1 per 210	1.1 per 210	1.2 per 210	1 per 310	1.1 per 310	1.2 per 310
5,000	20,000	1 per 220	1.1 per 220	1.2 per 220	1 per 320	1.1 per 320	1.2 per 320
20,000	-----	1 per 230	1.1 per 230	1.2 per 230	1 per 330	1.1 per 330	1.2 per 330

- 19. Non-retail uses, including, but not limited to, personal service shops, equipment and repair businesses, and the like—One space for each 400 square feet of floor area.
- 20. Office buildings including commercial, governmental and professional—Required number of parking spaces shall be determined by the following table:

Total floor area in square feet per floor		Required number of parking spaces per given square feet of floor area					
		GROUND FLOOR			OTHER FLOORS		
		Planning Districts			Planning Districts		
Not Less Than	Not More Than	I	II	III	I	II	III
-----	1,500	1 per 400	1.1 per 400	1.2 per 400	1 per 750	1.1 per 750	1.2 per 750
1,500	5,000	1 per 410	1.1 per 410	1.2 per 410	1 per 750	1.1 per 750	1.2 per 750
5,000	20,000	1 per 420	1.1 per 420	1.2 per 420	1 per 750	1.1 per 750	1.2 per 750
20,000	-----	1 per 430	1.1 per 430	1.2 per 430	1 per 800	1.1 per 800	1.2 per 800

21. Industrial warehouse building—Where seventy-five percent or more of the floor area is used for long-term storage the following provisions shall apply.

One space for each four hundred square feet of office area of all floors in addition to the following requirements:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area
Not Less Than	Not More Than	
-----	5,000	1 space per 2,500 square feet (or one space per floor whichever is greater)
5,000	10,000	1 space per 3,000 square feet (or one space per floor whichever is greater)
10,000	50,000	1 space per 5,000 square feet (or one space per floor whichever is greater)
50,000	-----	1 space per 7,000 square feet (or one space per floor whichever is greater)

For the purpose of this subsection, long-term storage shall mean the storage of items for more than thirty days.

22. Industrial buildings used for other than long-term storage purposes—One space for each four hundred square feet of office area of all floors in addition to the requirements of the following table:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area		
Not Less Than	Not More Than	PLANNING DISTRICTS		
		I	II	III
-----	5,000	1 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.
5,000	10,000	1 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.
10,000	-----	1 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.

The parking requirements for industrial uses in subsection (22) above shall be considered sufficient for industrial users having a maximum of twenty (20) employees.

Additional parking shall be required at a rate of one parking space for each three (3) employees in excess of twenty (20).

Parking requirements shall at no time be considered sufficient for any other use of the premises and additional spaces must

be provided to meet requirements when there is any change to a different industrial use or to a commercial use.

Section 3. That section 35-25, Article V, Chapter 35 of The Code of the City of Alexandria, Virginia, 1953, as amended, be and the same is hereby amended and reordained to read:

Sec. 35-25. Off-street loading and unloading generally.

Separate from the required off-street parking requirements of Section 35-24 of this Chapter, and on the same premises with every building or structure erected and occupied for manufacturing, storage, warehouse, goods display, retail store, wholesale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate off-street space for standing, loading, and unloading purposes.

At least one off-street space shall be provided for each 20,000 square feet of floor area or fraction thereof used or intended to be used for any of the above purposes, provided, however, this provision shall not apply to buildings or structures containing less than 2,500 square feet of floor area.

Such off-street loading space shall be a minimum of twelve (12) feet in width, fourteen and one half (14½) feet in clearance height, and a depth sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than twenty-five (25) feet.

All loading and unloading berths shall be surfaced with a bituminous or other dust-free surface, and if the loading berths front on a public street, the trucks shall at no time project onto the sidewalk or street.

This provision shall not apply to buildings erected or occupied prior to the enactment of this section, unless there is an increase in floor area of more than thirty-three (33) percent.

Section 4. That section 35-26, Article V, Chapter 35 of The Code of the City of Alexandria, Virginia, 1953, as amended, be and the same is hereby amended and reordained to read:

Sec. 35-26. Central business district.

The central business district is hereby defined as being that area bounded on the east by the Potomac River, on the south by the center line of Duke Street, on the west by the center line of West Street, and on the north by the center line of Queen Street.

Within the central business district the requirements of subsections (9), (11) through (15), and (18) through (22) of subsection (g) of Section 35-24 of this Chapter, and those of section 35-25 of this Chapter shall not apply, except that whenever a parcel or contiguous parcels of land within this area containing over ten thousand square feet or more are redeveloped, or whenever a parcel or contiguous parcels of undeveloped land within this area containing ten thousand square feet, or more, are de-

veloped, the requirements of Section 35-24 of this Chapter will apply. In addition, the provisions of said Section 35-24 shall not apply to restaurants.

Section 5. That in the opinion of the Council an emergency exists and this is declared an Emergency Ordinance for the reason that modernized off-street parking regulations are needed in the City at the earliest practicable date.

Section 6. That this ordinance shall be published in a newspaper of general circulation in the City not later than five days following its introduction together with a notice containing the time and place for a public hearing. The Clerk of the Council shall note the date of introduction and first reading, the date of the publication, the date of the public hearing, and the date of the second reading and final passage in the minutes of the meeting. This ordinance shall become effective the date of its final passage.

FRANK E. MANN
Mayor

Final Passage: June 25, 1963