

TEMPORARY ORDINANCE NO. 16-14\*

PERMANENT ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND LANCASTER CODIFIED ORDINANCE PART ELEVEN – PLANNING AND ZONING CODE, TITLE THREE – ZONING AND PROPERTY RESTRICTIONS, CHAPTER 1151, OFF-STREET PARKING AND LOADING, SUBSECTION 1151.07, PARKING IN THE (CBD) CENTRAL BUSINESS DISTRICT, OF THE CODIFIED ORDINANCES OF THE CITY OF LANCASTER, TO REPEAL EXISTING PART ELEVEN – PLANNING AND ZONING CODE, TITLE THREE – ZONING AND PROPERTY RESTRICTIONS, CHAPTER 1151, OFF-STREET PARKING AND LOADING, SUBSECTION 1151.07, PARKING IN THE (CBD) CENTRAL BUSINESS DISTRICT, AND TO DECLARE AN EMERGENCY

WHEREAS, chapter 1133.05 (a) states the Central Business District (CBD) is designed to promote and foster the economic and physical revitalization of downtown Lancaster, and Section (4) development standards and regulations should encourage the adaptive use of older structures; and

WHEREAS, a great deal of prior research supports the notion that excess parking can fragment cities and make them less attractive to potential residents, businesses, and developers, and that zoning codes requiring off-street parking are at odds with development goals in urban areas. (Reference: Heritage Ohio, Revitalization News 4-14-14, Parking Requirements Cost Cities; (SSTI) State Smart Transportation Initiative, Parking requirements transform cities, cost millions in tax revenues 4-1-14); and

WHEREAS, the continued provision of surface parking has a detrimental impact on the character of downtown, eliminating so much of the downtown's architectural fabric that provide opportunity to accommodate new investment, revitalization, restoration, and development; and

WHEREAS, the (CBD) area's development predates the automobile, and the effort to revive and reconnect our Central Business District depends on the financial viability of restoration, and redevelopment of our historic structures on all levels, creating an environment where people live, work, shop, and are entertained within a walkability factor, integrating pedestrian accommodation into our planning and practices; and

WHEREAS, mixed use buildings generate lower overall parking demand because of the complementary nature of day and evening demand; and future development should lend itself to structured parking as opposed to surface parking, particularly in the core areas (Main, Broad, Columbus corridors).

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LANCASTER, STATE OF OHIO:

SECTION 1. That Chapter 1151, subsection 1151.07, be amended pursuant to Exhibit A, attached hereto.

SECTION 2. That existing Chapter 1151, subsection 1151.07, is repealed in its entirety.

SECTION 3. This Ordinance is declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety of the City, and for the further reason that this Ordinance is required to be immediately effective in order to properly regulate the streets and sidewalks in ADA compliance, wherefore this Ordinance shall be in full force and effect immediately upon its passage and approval by the Mayor.

Passed: \_\_\_\_\_ after \_\_\_\_\_ reading. Vote: Yeas \_\_\_\_\_ Nays \_\_\_\_\_

Approved: \_\_\_\_\_

Clerk: \_\_\_\_\_

\_\_\_\_\_  
President of Council

Offered by: \_\_\_\_\_

\_\_\_\_\_  
Mayor

Second by: \_\_\_\_\_

Requested by Code Enforcement/Zoning Committee

**1151.07 PARKING IN THE (CBD) CENTRAL BUSINESS DISTRICT.**

The (CBD) Central Business District is characterized by higher development density, small lots, and minimal building setbacks. Historically, a significant portion of the parking needs of this area has been provided by on-street parking, an option that is typically not available for suburban-type locations. For this reason, special parking regulations are warranted.

(a) For non-residential uses located within the CBD District, only twenty-five percent (25%) of the required number of parking spaces as specified in Section 1151.08 below shall be required, provided that, in all cases, sufficient off-street spaces shall be provided for all employees of the establishment.

(b) Required parking spaces may be located within 300 feet of the principal use which they are intended to serve.

(c) Two or more uses within the CBD District may meet the parking requirements by the joint provision of parking facilities, provided the number of spaces and location otherwise meet the requirements of this Chapter. In such case, the applicant shall provide a written agreement between the parties, stating the terms under which such joint parking is provided and maintained.

**(d) Off-street parking is no longer required within the Historic District of the (CBD) Central Business District as defined and identified in Chapter 1327.03(a) of the Codified Ordinances of the City of Lancaster.**

**i. Appropriately integrated parking garages are the preferred form of parking in the (CBD) Historic District to support more intensive development. That parking garages and surface parking lots should not front Main Street/Broad Street/Columbus Street in the Historic District, but be located to the rear of buildings and be accessed from the alley or side streets. Parking lots and garages may be located adjacent to side streets, but should be fully screened.**

**ii. Parking structures should not dominate the streetscape. Parking garages should not disrupt the scale, massing and rhythm of the streetscape, the structure size and massing should be guided by the same principles that apply to other buildings with the additional consideration that they are secondary uses and should not dominate the streetscape, structures should be visually integrated with adjacent contributing buildings, through the use of compatible design and landscape. Stairs and elevators should be designed to fit within the boundaries of the garage, rather than on the exterior. The exterior design of the structure should minimize its visual identity, ramping should be internalized to avoid angular geometry to the perimeter of the structure. Parking garages should not include blank walls adjacent to the public right-of-way or buildings with residential uses, exterior design should utilize window openings, variation in color, material and/or texture, building materials should be of high quality and durability. Where parking structures and pedestrian areas adjoin, the exterior edge of the structure should exhibit a high level of architectural detail. Lighting should be designed to minimize light spillage onto adjacent properties and the public right-of-ways, such as with the use of recessed lighting, baffles or valances.**

(Ord. 44-05. Passed 6-27-05.)