



City of Bristol Comprehensive Zoning Update

Date: 6/7/2024

Recommendation 1: Update and expand minimum parking requirements, providing minimum requirements for almost all uses.

Purpose: The current parking requirements lack parking standards for multiple uses and require that the Commission identify the appropriate number of parking spaces that should be required for those uses. This practice creates additional work for the Commission and results in uncertainties for the applicant. This practice may also result in inconsistent requirements across similar uses.

Description: The recommended amendments would provide a specified minimum parking requirement for nearly all principal uses and some accessory uses permitted by the zoning regulations. The parking requirement standardizes the required parking units of measure to the greatest extent possible and associates the minimum number of spaces required per gross square feet of floor area for most uses. Other standards of measure are also provided including number of dwelling units.

Geographic Extents: Applicable across all districts city-wide with unique standards for the BD District.

Potential Impacts: The adoption of this recommended amendment is expected to streamline the parking aspect of an application by making this aspect more predictable and reducing the burden on the Commission to establish requirements on a case-by-case basis. Because the recommended parking requirements are more precise than the existing standards, the recommended amendment may result in less off-street parking being constructed.

Context: Many cities (such as Hartford) have experimented with reducing parking requirements, particularly in their downtown areas to support redevelopment and infill development. The provision of off-street parking represents a significant share of the cost of most developments.

Recommended Zoning Amendments:

Replace the parking standards of Section 13.2.D with the following standards (see following page):



Use Group	Existing	Recommended
Conversion and Reuse		
Adaptive Reuse of Non-Residential Buildings	None	Parking requirement to be determined by Commission based upon proposed uses.
Conversion of Historic Dwellings	None	
Unified Downtown Development	None	
Sales Establishments		
Accessory Retail	4 per ksf	4.0 per ksf
Convenience Store	None	
Drugstore	None	
Grocery Store	None	
Pawn Shop	None	
Retail Store	4 per ksf (3 in BD), 4.5 per ksf shopping center	
Specialty Retail	None	2.5 per ksf indoor + 1.0 per ksf outdoor storage area
Building Supply	2.5 per ksf indoor + 1 per ksf outdoor storage area	
Garden Supply	None	
Retail Store-Large Goods	2.0 per ksf	
Farm Stand	1 per 5 linear foot sheltered display or sales frontage	1 per 5 linear foot sheltered display or sales frontage

Food & Beverage Service	Existing	Recommended
Bar or Club	None	12.0 per ksf
Brewpub	None	
Restaurant, Fast Food	5.0 per ksf	8.0 per ksf
Restaurant, Sit-Down	5.0 per ksf	
Microbrewery	None	8.0 per ksf indoor visitor space+ 3.0 per ksf office space+ 1.0 per ksf indoor production space
Restaurant, Take-Out	5.0 per ksf	4.0 per ksf
Specialty Food or Beverage Establishment	None	
Catering Service	None	3.0 per ksf
Kitchen Incubator	None	
Specialty Food or Beverage Manufacturer	None	
Office and Technology Uses		
Business or Professional Office	3 (2 in BD) per ksf	4.0 per ksf
Government Office or Building	None	
Medical Office	4.5 per ksf (3.5 in BD)	
Social Services Agency or Charitable Institution	None	3.0 per ksf
High Technology Business	None	
Radio or Television Broadcast Facility	None	
Medical Laboratory	None	
High Technology Business	None	



Residential Uses	Existing	Recommended
Assisted Living Facility	1.5 per ksf	1.5 per ksf
Nursing or Convalescent Home	1.5 per ksf	
Community Residence	3 per home	2.0 per residence
Conversion to Three-Family	2 per du	2.0 per dwelling unit
Conversion to Two-Family	2 per du	
Live-Work Units		
Manufactured Home Park		
Residential, Single-Family	2 per du	
Residential, Three-Family	3 per du	
Residential, Two-Family	4 per du	1.5 per dwelling unit
Residential, Multi-Family	2.5 per du (1.5 in BD)	
Government or Non-Profit Housing	None	
Seasonal Camps and Cottages	Commission Determination	
Senior Housing	1.5 per unit	
Mixed-Use Development	0.75 per dwelling unit + 0.5 per bedroom + 1.5 per ksf gross floor area of non-residential uses	
Unified Residential Development	0.75 per dwelling unit + 0.5 per bedroom + 1 for every 4 residential parking spaces (or fraction thereof)	1.0 per dwelling unit + 0.5 per bedroom

Industrial & Fleet Uses	Existing	Recommended
Composting Facility	None	2.0 + 3.0 per ksf office space
Contractor Yard	2 + 4 per ksf office space	
Environmental Service Facility	None	
Fuel Oil and Heating Fuel Storage Facility	None	
Junkyard	None	
Motor Vehicle Junk Yard	None	
Recycling Facility	None	
Removal of Earth Materials	None	
Renewable Energy Generation Facility	None	
Wood Processing Facility	None	
Bus Yard	1 per bus parking space (indoor or outdoor) + 3 per ksf office space	1.0 space per fleet parking space (or equivalent capacity) + 3.0 spaces per ksf office space
Fuel Oil Dealer	None	
Sanitary Services Yard	None	
Trucking and Courier Service	1 per delivery vehicle space (indoor or outdoor, excluding loading berths) + 3 per ksf office space	1.0 per ksf production/storage space + 3.0 per ksf office space
Manufacturing Facility	2 per ksf	
Industrial Laundry or Dry Cleaning	None	
Specialty Trade Contractor	None	
Helicopter Landing Facility	None	



Storage, Warehousing, or Distribution	Existing	Recommended
Climate Controlled Self-Storage Facility	Commission Determination	0.1 per ksf storage space + 3.0 per ksf office space
Self-Storage Facility	0.1 per ksf storage space + 4.0 office	
Public Warehouse	None	1.0 per ksf indoor distribution/ storage space + 3.0 per ksf office space
Wholesale Business	2 per ksf	
Wholesale or Distribution Facility	2 per ksf	
Vehicle or Equipment Sales and Service		
Boat or Recreational Vehicle Sales and Service	None	3.0 per ksf indoor office and display+0.15 per ksf outdoor display
Motor Vehicle Sales	3 per ksf indoor office and display+ 0.15 per ksf outdoor display	
Motor Vehicle Rental or Leasing	3 per ksf office and sales space	
Equipment Rental or Leasing	None	
Motor Vehicle Filling Station	4 per establishment + 2 per service bay + 3.5 per ksf retail sales area	2.0 per establishment + 2.0 per service bay + 3.0 per ksf office and retail sales area
Motor Vehicle Detailing Facility	None	3.0 per establishment + queuing requirement
Car or Truck Wash	3 per facility, plus adequate stacking room to accommodate 5 cars per stall	
Motor Vehicle Repair or Service Facility	2 per bay +3.5 per ksf retail sales area	2.0 per service bay + 3.0 per ksf office and retail sales area

Shopping Centers	Existing	Recommended
Shopping Centers	4.5 per ksf	4.0 per ksf

Recreation or Entertainment Facility		
Indoor Entertainment Facility	1 per 3 seats (1 per 5 seats in BD), additional spaces may be required by Commission	0.33 per seat
Indoor Recreation Facility	3 per bowling lane	3 per bowling lane, other facility types to be determined by Commission
Fitness Club	None	5.0 per ksf
Tennis or Racquet Clubs	None	5.0 per ksf + 2.0 per court
Golf Course	10 per hole	10 per hole
Park or Open Space	None	To be determined by Commission
Outdoor Entertainment Facility	None	

Agricultural Uses		
Commercial Greenhouse	1 per ksf gross sales floor area	0.5 per ksf gross indoor greenhouse area
Nursery	1 per ksf gross sales floor area	To be Determined by Commission
Farm	None	
Stable	None	

Cultural or Institutional Uses	Existing	Recommended
Religious Organization or Institution	0.3 per seat	0.33 per seat for worship space + 2.0 ksf non-worship space
Cultural Institution	2 per ksf	2.0 per ksf
Civic Facility	1.5 per ksf (school) / Comm. all other	1.5 per ksf per school, 3.0 per ksf per library, Commission to determine requirement for other uses
Non-Profit Private School	1.5 per ksf	1.5 per ksf
Community Youth Organization	None	5.0 per ksf
Membership Organization	5 per ksf	
General Medical or Surgical Hospital	3 per ksf	3 per ksf
Cemetery	None	To be Determined by Commission



Service Based Uses	Existing	Recommended
Hotel or Motel	1.5 per room+spaces determined by Comm.	1.0 per room + other uses (10 per ksf for restaurant, 7 per ksf for conference/ banquet)
Emergency Housing Shelter	None	4.0 per shelter
Funeral Home or Mortuary	0.3 per seat	10.0 per ksf
Animal Day Care Facility	None	3.0 per ksf
Animal Hospital	None	
Building Services	None	
Commercial Kennel	None	
Printing Shop	None	
Retail Dry Cleaner or Laundry	None	
Adult Day Care Center	None	
Child Care Center	4 per ksf	
Group Child Care Home (located outside of a residential home)	5 per ksf	
Laundromat	None	5.0 per ksf
Bank	5 (3.5 in BD) per ksf	
Personal Service Establishment	4 per ksf (3 in BD)	
Specialty Service Establishment	None	
For Profit School or Studio	5 per ksf	
Health Care Clinic	3.5 per ksf	

Drive-Up Facilities	Existing	Recommended
Car Wash	None	Queuing space for 5 vehicles
Other (Banks, Pharmacy, etc.)	None	
Restaurants, Take-Out, Specialty Food or Beverage Establishment	None	Queuing space for 10 vehicles



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Recommendation 2: Specify process for the Commission's determination of required parking.

Purpose: The current regulations require the Commission to determine the amount of off-street parking for multiple uses. While Recommendation 1 would reduce the number of properties that would be subject to their discretion, this authority will remain for some uses. The current regulations do not stipulate whether the applicant or the Commission is responsible for collection information necessary in making its determination.

Description: The recommended amendment specifies that the applicant is responsible for providing a recommendation regarding the number of spaces required and that such recommendation shall be provided by a traffic engineer or parking expert.

Geographic Extents: In all districts citywide.

Potential Impacts: No adverse impacts are anticipated.

Context: It is a standard practice in zoning, including within Bristol's zoning regulations, to require the information necessary to render a decision on an application.

Recommended Zoning Amendments:

Amend Section 13.2.C as follows (new text is shown in red):

Section 13.2 Amount of Off-Street Parking Required

Where the minimum number of parking spaces required for a particular use is to be determined by the Commission, **the applicant shall provide a recommendation for the number of parking spaces required for the use in question. Such recommendation shall be provided by a traffic engineer or parking expert. In making its determination,** the Commission shall be guided by the recommendations of the applicant and by the nature, intensity and/or mix of the proposed use, including projected attendance, the number of employees, visitors and/or customers, and the experience of similar facilities elsewhere.



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Recommendation 3: Provide more flexibility in the use of shared parking in the BD.

Purpose: Incentivize development in the downtown by providing more flexibility in satisfying the parking requirements through the use of shared parking and off-site parking.

Description: The existing regulations allow for the use of parking that is shared between uses or is located off-site to meet parking requirements but the use in question must be located within 500 feet of the parking facility. The recommended amendment increases that distance to 1,000 feet in the BD district but maintains a 500-foot requirement in other districts.

Geographic Extents: Applicable to BD District.

Potential Impacts: May support redevelopment and infill development in the downtown.

Context: The use and allowance of shared parking and off-site parking is one of many tools used to support infill development and redevelopment in downtowns. It allows for more efficient and effective use of parking supply.

Recommended Zoning Amendments:

Amend Section 13.4.B Shared Parking and Section 13.6.B Location of Parking as follows (new text is shown in red):

Section 13.4.B Shared Parking

Upon provision of a parking study conducted by a traffic engineer or parking expert and the provision of a site plan, the Commission may allow up to 50% of the required parking spaces for a use which operates primarily during the evening or on weekends to be counted toward the parking requirements of a use which operates primarily during the daytime or on weekdays, and vice versa. All shared parking spaces shall be located within 500 feet of the main building entrance of the recipient use **except that in the BD zone, such parking shall be located within 1,000 feet of the main building entrance of the recipient use. In approving such a reduction, the applicant shall demonstrate to the Commission** that there shall not be a substantial overlap of peak parking periods for the uses and that arrangements satisfactory to the Commission have been made to guarantee long-term access to and use of the shared parking spaces by the recipient use.

Section 13.6.B Location of Parking

By Special Permit, the Commission may allow all or a portion of the required parking spaces to be located either on a separate lot under the same ownership as the use being served or on a separate lot under a different ownership than the use being served, provided that arrangements satisfactory to the Commission have been made to guarantee long-term access to and use of such spaces. All spaces approved under this provision shall be located within 500 feet of the main building entrance of the use being served **except that in the BD zone, such parking shall be located within 1,000 feet of the main building entrance of the use being served.**



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Recommendation 4: Reference Connecticut State Building Code for handicapped parking requirements.

Purpose: The recommended amendment references the requirements of Connecticut State Building Code to ensure that handicapped spaces are provided as required by the code.

Description: The current regulations refer to Connecticut General Statutes requirements for handicapped parking but does not refer to the building code requirements.

Geographic Extents: Applies to all districts citywide.

Potential Impacts: No adverse impacts.

Context: Specific handicapped parking requirements and provided in detail in the State building code.

Recommended Zoning Amendments:

Amend Section 13.7.3 as follows (new text is shown in red):

Section 13.7.3. Accessibility Requirements

- C. The number, size, designation, location, and markings of parking spaces for the handicapped shall be as per the Connecticut General Statutes, **Sec. 14-253a(h) and Section 1106 of the Connecticut State Building Code – 2021 IBC Portion, as amended.**



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Recommendation 5: Relocate parking lot landscaping standards of Section 11 to Section 13 Off-Street Parking Requirements

Purpose: Place regulations applicable to parking within the same section by moving parking lot landscaping standards from Section 11 Landscaping and Site Features to Section 13 Off-Street Parking Requirements.

Description: Relocate Sections 11.1.3 Parking Lot Landscaping and 11.1.4.A Screening to Section 13. Maintain the standards as written.

Geographic Extents: Not applicable.

Potential Impacts: No impacts.

Context: Not applicable.

Recommended Zoning Amendments:

- Remove Section 11.1.3 and renumber subsequent sections.
- Remove Section 11.1.4.A and renumber subsequent sections.
- Amend Section 13.7.5 Landscaping, Curbs, and Islands as follows (see next page, new text is shown in red):



Section 13.7.5 Landscaping, Curbs, and Islands

- A. Screening shall be provided for parking areas which are adjacent to residential properties or visible from the street. Acceptable screening materials shall include:
 - 1. Evergreen hedges having a minimum height of four feet at the time of planting;
 - 2. Solid fences or walls, if approved by the Commission;
 - 3. Earthen berms; or,
 - 4. Any combination of the above materials.
- B. Parking areas containing 10 or more parking spaces shall be suitably landscaped with appropriate trees, shrubs and ground cover, in accordance with the following:
 - 1. Parking areas containing 10 or more parking spaces shall contain at least one major tree and two shrubs per ten parking spaces or major fraction thereof, planted within and along the perimeter of the parking area.
 - 2. Parking areas containing between 20 and 99 parking spaces shall contain a minimum of 15 square feet of interior landscaping area per parking space, distributed among the end islands, interior islands and planting strips.
 - 3. Parking areas containing 100 or more parking spaces shall contain a minimum of 20 square feet of interior landscaping area per parking space, distributed among the end islands, interior islands and planting strips.
 - 4. Trees within and along the perimeter of parking areas shall be of such varieties which provide shade or are capable of providing shade at maturity.
- C. In parking areas containing 10 or more parking spaces:
 - 1. Curbed islands shall be provided at each end of each row of parking spaces;
 - 2. Curbed islands shall be provided to interrupt long rows of interior and perimeter parking spaces in an arrangement acceptable to the Commission so as to allow for no more than 20 consecutive spaces in a single row;
 - 3. Such end and interior islands shall be a minimum of 9 feet wide by 17 feet long for a single row of spaces and 9 feet wide by 34 feet long for a double row of spaces;
 - 4. Such end and interior islands shall be landscaped in accordance with the requirements of **Item B above**.
- D. In parking areas containing 100 or more parking spaces, planting strips shall be provided along every other set of interior parking spaces between abutting rows of spaces. Such strips shall be a minimum of 10 feet wide and landscaped in accordance with the requirements of **Item B above**. Planting strips should be protected from vehicles by a curb or wheel stop. Curbs may contain breaks to allow surface water flow into planting strips.
- E. Except for parking spaces in driveways that serve single- or two-family dwellings, the perimeter of all parking areas, islands and driveways shall be curbed, to prevent damage to landscaping and lighting and to prevent interference with pedestrian use of walkways. Curbs may contain breaks to allow surface water flow into vegetated areas so as to reduce stormwater runoff.
- F. Where provided, motor vehicle wheel stops shall be a maximum of six inches in height and shall be placed a maximum of 30 inches from the front of the parking spaces in which they are located.



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Recommendation 6: Establish porous, pervious, and permeable pavement incentive.

Purpose: Encourage the installation of porous, pervious, or permeable pavement surfaces to reduce stormwater runoff.

Description: This recommendation would allow the use of porous, pervious, and permeable pavement to reduce lot coverage across all zoning districts with an established lot coverage limit with the goal of reducing stormwater runoff and improving groundwater recharge.

Geographic Extents: Citywide, except within Aquifer Protection Areas.

Potential Impacts: Allows for a higher lot coverage than would otherwise be permitted.

Context: The existing regulations have no porous pavement requirement or incentive. Multiple cities across the US (Los Angeles, San Antonio, Minneapolis, and others) encourage or require uses of porous, pervious, and permeable pavements.

Recommended Zoning Amendments:

- Add Section 13.7.6 Porous, Pervious, and Permeable Pavement as follows:

13.7.6 Porous, Pervious, and Permeable Pavement

Porous asphalt, pervious concrete, or permeable pavers may be used to offset lot coverage of paved surfaces at a rate of 50% of the porous, pervious, or permeable pavement area. By example, a 1,000-sf porous asphalt parking area would reduce the lot coverage area by 500 sf. To qualify for such a reduction a pervious pavement area shall:

- A. Be located outside of an Aquifer Protection Area.
- B. Be designed and constructed in accordance with the Chapter 13 of the 2023 Connecticut Stormwater Quality Manual.
- C. Cover a contiguous area of a minimum of 1,000 sf.
- D. Be maintained for the life of the surface.
- E. Be subject to periodic inspection by the Zoning Enforcement Officer to ensure adequate maintenance.



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Recommendation 7: Provide a Bicycle Parking Requirement

Purpose: Ensure that bicycles can be securely parked in a designated location.

Description: The current regulations do not require the provision of facilities for bicycle parking. The recommended amendment would require the provision of bicycle parking for multi-family, commercial, industrial, or institutional developments.

Geographic Extents: Citywide.

Potential Impacts: No adverse impacts expected.

Context: Cities and towns are increasingly providing and improving facilities to accommodate bicyclists in an attempt to support multimodal travel and embrace a Complete Streets approach to transportation.

Recommended Zoning Amendments: Add new Section 13.15 Bicycle Parking as follows:

13.15 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family developments of 4 units or more, and new commercial, industrial, or institutional developments.

- A. Bicycle parking shall be provided at all new construction, changes of use, or substantial improvement and shall be provided at a rate of 1 bicycle parking space per 10 automobile spaces or at a rate of 1 space per 2,000 square feet of gross floor area, whichever is less.
- B. Bicycle parking spaces shall:
 1. Provide a convenient place to lock a bicycle and shall be at least 6 feet long, 2 feet wide, and shall provide at least 7 feet of vertical clearance, unless a bicycle locker is provided.
 2. Be capable of locking the bicycle and supporting the bicycle in an upright position.
 3. Be securely anchored to a supporting surface.
- C. Bicycle parking shall not interfere with pedestrian circulation and shall be separated from automobile parking.
- D. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio.
- E. Bicycle racks shall be located in proximity of a main building entrance and placed in an area that is highly visible.



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Recommendation 8: Reduce the parking requirement in the BD zone and simplify and provide more flexibility in the maximum amount of parking that is permitted.

Purpose: Universally reduce the parking requirement in the BD zone to incentivize infill development and redevelopment and ensure that parking is not overbuilt in the Downtown. Provide more flexibility in the maximum amount of parking that may be permitted to allow the development of more parking where required to support the land use.

Description: The existing regulations have lesser parking requirements for only specific uses in the Downtown. The parking reduction varies from use to use and many uses do not have a lesser parking requirement. The recommended amendment would provide a universal parking reduction of 25% for all uses across the Downtown. The amendment would also provide more flexibility in the maximum amount of parking that is required, which is currently limited to 5% above the required amount.

Geographic Extents: BD zone only.

Potential Impacts: May remove barriers to infill development or redevelopment in the BD.

Context: The Downtown is served by municipal parking facilities, on-street parking supply, private parking facilities, transit, and is home to a mixture of uses, which allows for walking between locations and a reduced dependency on automobile travel. Many cities have reduced or eliminated their downtown parking requirements.

Recommended Zoning Amendments:

- Eliminate Section 8.4.6 Parking Increase in favor of regulating the maximum amount of parking allowed in the BD through Section 8.4.4 in a more simplified form. Renumber subsequent sections.
- Amend Section 8.4.4 and reorder it as follows (amended text shown in red):

8.4.4 Baseline Off-Street Parking Requirement

- A. The “baseline” number of off-street parking spaces shall be **75% of** the sum of the required parking for each separate use in the proposed development, in accordance with Section 13.2. Except as approved by the Commission in accordance with the provisions of this section **or Section 13.2**, no fewer off-street parking spaces than this “baseline” number shall be provided for a proposed development.
- B. The maximum number of off-street parking spaces shall be no more than **10%** above the baseline requirement. **This amount may be increased by Special Permit, which shall require that proof of parking demand exceeding the baseline requirement is provided by a traffic engineer or parking expert to the satisfaction of the Commission. In no case shall the off-street parking supply exceed the baseline parking requirement by more than 25%.**
- C. Additional off-street parking shall not be required for changes of use within an existing building or for building additions less than or equal to 500 square feet of gross floor area. This exemption from providing additional off-street parking spaces for additions shall only be granted once per property.



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Recommendation 9: Remove Section 8.4.5 Parking Reduction of BD zone regulations.

Purpose: Simplify the regulations and remove redundancies and conflicts between the BD zone regulations and the citywide parking regulations.

Description: Section 8.4.5 allows for shared use parking reduction of 35-45% in the BD. However, a shared parking reduction of up to 50% is authorized in Section 13.4, making Section 8.4.5 redundant and conflicting with Section 13.4. Removal of Section 13.4 would correct this.

Geographic Extents: BD zone.

Potential Impacts: No impacts.

Context: N/A

Recommended Zoning Amendments: Eliminate Section 8.4.5 and renumber subsequent sections.



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Recommendation 10: Provide visuals to support Section 8.4.7 and make minor adjustments.

Purpose: Provide more clarity to Section 8.4.7 Location of Parking Spaces and allow for the use of parallel parking in addition to diagonal parking.

Description: Section 8.4.7 is difficult to understand without the aid of visuals. It also permits only diagonal parking but does not enable parallel parking in front of buildings. The recommended amendment would allow for the use of parallel parking and provides visuals to demonstrate how parking areas should be situated.

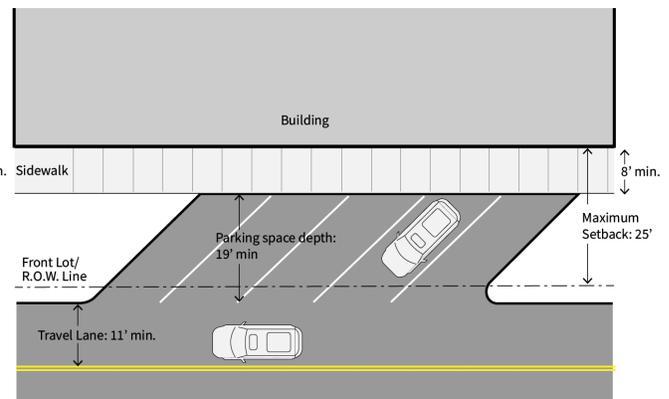
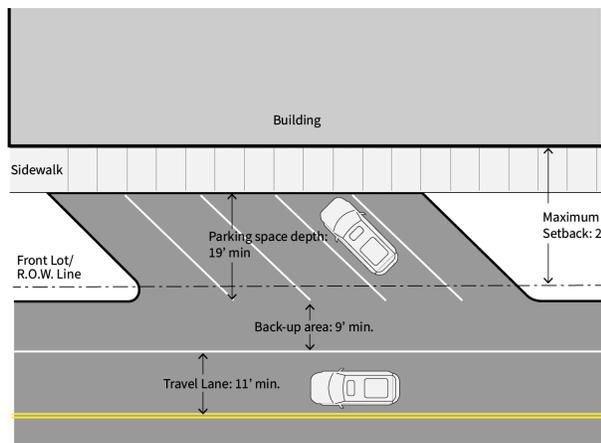
Geographic Extents: BD zone

Potential Impacts: No impacts.

Context: N/A

Recommended Zoning Amendments:

- Provide a visual aid to supplement Section 8.4.7 (see below).
- Amend Section 8.4.7 to allow for the use of parallel parking (see next page, added text in red).





8.4.7 Location of Parking Spaces

- A. Where feasible, parking spaces shall be located to the rear of a building.
- B. Parking spaces may be located along the side of a building, provided that such parking area does not occupy more than 45 feet or 35 percent of the frontage of the lot on which it is located, whichever is less.
- C. Parking spaces may be located between the front of a building and the street, subject to the following provisions:
 - 1. Such parking spaces shall be directly accessible via the street right-of-way.
 - 2. Such parking spaces shall be separated from the building by a sidewalk having a minimum width of 8 feet, arranged in a single row located adjacent to the sidewalk, and arranged in one of the following configurations:
 - a. Angled diagonally toward the general direction of the adjoining travel lane of the street. Such spaces shall have a minimum depth of 19 feet and a minimum back-up area of 9 feet, exclusive of the adjoining travel lane of the street.
 - b. Angled diagonally away from the general direction of the adjoining travel lane of the street. Such spaces shall have a minimum depth of 19 feet and the adjoining travel lane shall have a minimum width of 11 feet.
 - c. **Parallel to the curb. Such spaces shall have a minimum depth of 8 feet and shall have a minimum length of 22 feet.**
 - 3. Depending upon the width of the street right-of-way, such parking spaces may be located entirely within the right-of-way, partly within the right-of-way and partly on the lot, or entirely on the lot. Notwithstanding any other provisions of this section, the Commission may allow all or a portion of the building to have a build-to line as far back as 25 feet in order to accommodate such parking spaces.
 - 4. Such parking spaces shall be available for use by the public at all times.
 - 5. The property owner shall grant to the city such easements as are necessary to allow such parking to be utilized for public purposes in return for the city's maintenance of the parking spaces.