

Sec. 8-3090. Exempted uses and special off-street parking requirements for specified zoning districts.

The following are exceptions from the off-street parking requirements of section 8-3089:

- (a) *RIP-A, RIP-A1, RIP-B and RIP-D districts.* Within the RIP-A, RIP-A1, RIP-B and RIP-D zoning districts, the following residential off-street parking requirements shall prevail:
 - (1) *New dwelling unit construction.* One off-street parking space per dwelling unit.
 - (2) *Subdividing or conversion of an existing structure to add residential dwelling units.*
 - a. Subdividing of an existing residential dwelling structure into one or more additional dwelling units. One off-street parking space shall be provided for each such dwelling unit added.
 - b. Subdividing or conversion of an existing nonresidential structure for residential dwelling purposes. One off-street parking space shall be provided for each dwelling unit created.
 - c. Required off-street parking shall be provided in all cases as follows:
 - 1. All required off-street parking shall be provided within the rear yard. Where such parking cannot be provided in the rear yard and where not more than two units exist on the parcel, one on-street parking space per each 18 linear feet of lot frontage (up to a maximum of two spaces) may be counted toward the required number of off-street parking spaces, provided that such space is located directly in front of and on the same side of the street as the use in question, along a public street where on-street parking is permitted.
 - 2. Where the required off-street parking cannot be so accommodated, the zoning board of appeals shall be authorized to grant a variance from all or a portion of the required off-street parking upon one of the following findings. Such findings shall be in addition to the required findings to be made for a variance as set forth elsewhere in this chapter:

- (i) An alternative location of off-street parking proposed on the site (other than in the rear yard) has been determined by the historic review board to be appropriate to the character of the historic district; or
 - (ii) The developer shall provide a land use parking study which shows to the satisfaction of the city traffic engineer that the following condition can be met: The requested variance would not increase the ratio between the number of dwellings within the block face area the parcel is located and the number of parking spaces within the block face area (off-street spaces dedicated to residential purposes plus on-street spaces) above 1.0.
- d. All residential structures in a multifamily residential project comprised of more than 20 units, which project is restricted to housing for the elderly and/or the handicapped, shall provide one off-street parking space for every two units or portion thereof.
- (b) *BC-1 district.* Within the BC-1 zoning district, all uses are exempt from providing off-street parking.
- (c) *B-B district.* Within the historic district, all uses within the B-B zoning district are exempt from providing off-street parking.
- (d) *R-M districts.* Within R-M zoning districts, multifamily developments which are to be owned and operated by a church, synagogue or other religious use shall provide one-half off-street parking space per unit, provided (1) such multifamily development is intended to provide housing for members of such religious use or for elderly or handicapped persons and (2) such housing is to be located adjacent to property owned by the religious use which is available for parking.