

DR 67-43 - Amendment to Section 28.04
.141 of the City Zoning Ordinance re:
Off-Street Parking Requirements for
High Schools

ACTION

DATE

COMMITTEE _____

M.A.P.C. _____

B.C.C./B. CO. C. _____

*Information used in preparing
parking standards for new
zoning ordinance.*

Closed

OFF-STREET PARKING - SCHOOLS

EXISTING ORDINANCE

- Elementary - one space for each teacher and employee, at capacity.
Intermediate - one space for each teacher and employee, at capacity.
High - one space for each teacher and employee, plus one space for each ten students at capacity.

WICHITA PROTOTYPE ZONING ORDINANCE

- Secondary Schools, Public or Private - at least two parking spaces for each three faculty members and one space for each eight students; based upon the maximum number of students attending classes on the premises at any one time in any twenty-four hour period.
Primary and Intermediate Schools, Nursery Schools, and Group Day Care Centers, Public or Private - at least one parking space for each three faculty members and other full-time employees.

TOPEKA ZONING ORDINANCE

- Elementary Schools - two parking spaces for each classroom.
Junior High Schools - one parking space for each classroom and one parking space for eight seats of maximum seating capacity in the auditorium or place of public assembly.
Senior High Schools - one parking space for each classroom plus one parking space for each five seats of maximum seating capacity in the auditorium or place of public assembly.

KANSAS CITY ZONING ORDINANCE

- Educational Institutions - including colleges, universities, business, commercial or trade schools or any other schools - one per each four employees, plus one for each ten students.

TUCSON, ARIZONA ZONING ORDINANCE

Nursery, Elementary, or Junior High School - one space for each employee.

Senior High, College or University - one space for each teaching employee, plus one space for each three non-teaching employees, plus one space for each three students.

Trade, Specialty or Business - one space for each teacher, plus one space for each three students.

DALLAS ZONING ORDINANCE

School, Business, Trade or Craft - one space for each four students.

School, Public or Parochial, Elementary - one space for each twenty-five students.

Junior High - one space for each eighteen students.

High School - one space for each four students.

TULSA ZONING ORDINANCE

Schools - one space for each twelve classroom seats.

OFF-STREET PARKING - SCHOOLS

EXISTING ORDINANCE

Elementary - one space for each teacher and employee, at capacity.

Intermediate - one space for each teacher and employee, at capacity.

High - one space for each teacher and employee, plus one space for each student at capacity.

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Schools - one space for each twelve classroom seats.

WICHITA-SEDGWICK COUNTY

DATE

August 21, 1970

METROPOLITAN AREA PLANNING DEPARTMENT

TO Paul B. Graves, Traffic Engineer
FROM Glen E. Lytle, Special Assistant for Zoning
SUBJECT Off Street Parking and Loading

I am attaching a copy of Article 8 of the prototype zoning ordinance showing the subcommittee recommendations to date of changes in the off street parking and loading requirements. I am also attaching a copy of a letter to Richard Holstead, Director of Buildings and Grounds for Unified School District No. 259. It would probably be helpful to the committee if you would be prepared to make any comments you feel would be pertinent at the next meeting of subcommittee No. 4. I will advise you as soon as a date has been set for this meeting.

I have also attached a copy of a letter that has been sent to the hospitals asking for their comment on the suggested method of determining the off street parking requirements for their institutions. It is anticipated that this will be discussed at the same time as the above.

GEL:bh

cc: Galbraith
Bruggeman

COPY

August 20, 1970

Dr. Richard Holstead
Director of Buildings and Grounds
Unified School District 259
1400 George Washington Boulevard
Wichita, Kansas 67211

Dear Dr. Holstead:

I am enclosing a copy of a table that was prepared for the MAPC Zoning Advisory Committee and other interested persons to be used as a guide in determining a reasonable standard for off street parking requirements at high schools. Although this table includes only a portion of the high schools in the Wichita area, I think it is fairly representative.

This table indicates what the off street parking requirements would be at the listed high schools based on several different methods including the prototype zoning ordinance, which is the document being used as a basis for preparing a new zoning ordinance for the City of Wichita. As I have previously discussed with you, there is a feeling by some of the committee members that a requirement based on the total square footage of a facility could produce an equitable number of off street parking spaces and be easier to understand and administer. According to the information shown on the table the number of square feet of building per student, based on the enrollment (March, 1970), is about as uniform as any of the comparative figures. Your comments on a requirement of one parking space for each 400 square foot of buildings would be appreciated.

I am enclosing a copy of article 8 of the prototype ordinance covering the requirements for off street parking and loading. This copy also indicates the changes that have been suggested by the sub-committee that is reviewing this article. I am certain other suggestions will be made, including those relating to schools and hospitals.

Page 2 - Dr. Richard Holstead - August 20, 1970

The subcommittee reviewing the off street parking and loading provisions of the prototype ordinance have asked that I get your comments on the following:

1. How many schools now provide off street loading areas?
 - a. Elementary
 - b. Intermediate
 - c. High schools
2. Do you contemplate a serious need for off street loading facilities due to the increase in busing of students? If so, what is your suggestion on the method for resolving this need?
3. Do you foresee any problems with the requirement of Section 8-203(A)?

After receiving your comments on these questions and on any other provisions you may care to include, this information will be forwarded to the sub-committee and a meeting will be set. I will notify you of the time, date and place for such meeting so that you may attend and participate in the meeting.

If I can be of any help in this matter, please give me a call. I might be able to fill you in on some of the previous discussion that would be helpful to you in preparing your response.

Very truly yours,

Glen E. Lytle
Special Assistant for Zoning

GEL:hh

Enclosure

cc: Jack Galbraith, Chief Planner, Community Development

HIGH SCHOOL		SOUTH	WEST	SOUTHEAST	HEIGHTS	NORTH	AVERAGE
Existing Parking Spaces		500	399	416	560	114	
SPACES REQUIRED BASED ON	Existing Code	356	353	368	257	358	
	Prototype	335	317	354	227	320	
	1 ea. 4 stud. + Empl. ('70)	710	679	734	488	686	
	1 ea. 5 stud. + Empl. ('70)	593	572	612	410	576	
	1 ea. 3 stud. + Empl. ('70)	908	862	937	616	869	
	1 ea. 400 s.f.	600	600	715	470	610	
	1 ea. 500 s.f.	481	479	572	375	490	
	1 ea. 600 s.f.	401	399	477	322	408	
	5 ea. C.R. (Dallas)	425	400	485	295	365	
	6 ea. C.R.	510	480	583	354	438	
	1 ea. 4 students ('70)	590	544	609	384	546	
	T. E. Report 3/18/70	640	474	586	412	484	
	No. s.f./Existg. Pkg. Space	455	573	555	318	2,065	796
	No. Parking Spaces/C.R.	5.88	5.02	5.33	9.42	1.57	5.43
	No. s.f./Student (3-70)	102.5	110.0	117.3	122.0	111.5	112.5
	No. Stud./Existg. P.S. (3-70)	4.72	5.47	4.88	2.74	19.15	7.40
	No. s.f./P.S.-T.E. Report	375	504	489	454	504	446
	No. Stud./P.S.-T.E. Report	3.69	4.60	4.16	3.72	4.52	4.15
	No. s.f./Stud. Based on Des. Capacity of Facility	129.5	134.0	110.0	126.5	142.5	127.8

This table has been prepared as a guide to the MAPC Zoning Advisory Committee and other interested persons in determining the off street parking requirements for high schools. Figures shown were compiled from information furnished by Unified School District No. 259 and the City of Wichita Traffic Engineer. Off street parking spaces and the number of staff at each high school is from the traffic engineer's report of March 1970. The enrollment and square footage of each facility was as of March 1970 as included in the "Report of Superintendent, Unified S.D. 259 Enrollment, May 27, 1970". Figures based on square footage include all buildings except where noted "Based on design capacity of facility" which includes only the permanent construction and the capacity for which it was designed.

ARTICLE 8

OFF-STREET PARKING AND LOADING

PART 1. OFF-STREET PARKING.

COMMENT: Any zoning ordinance that is based on this prototype ordinance should include a requirement that accessory off-street parking and loading spaces be provided for all new uses. Note that in addition, the prototype ordinance requires that when existing uses are enlarged, off-street parking spaces equal to that which would be required by the enlargement must be provided.

The list of specific permitted uses in Section 8-103 is designed to reflect the complete range of uses permitted in all of the zoning districts in this prototype zoning ordinance. It is unlikely that any zoning ordinance based on this prototype will include each and every one of the zoning districts, and, therefore, the list of types of uses in Section 8-103 should be examined carefully to make sure that there are no uses enumerated in this section which are not permitted under the use regulations of those zoning districts which are utilized.

8-101. Applicability. In any zoning district, all structures built and all uses established hereafter shall provide accessory off-street parking in accordance with the following regulations. When an existing structure or use is expanded ^{or changed,} accessory off-street parking shall be provided in accordance with the following regulations. ~~for the area or capacity of such expansion.~~

8-102. General Provisions.

- (A) Utilization. Required accessory off-street parking facilities provided for the uses hereinafter listed shall be solely for the parking of motor vehicles in operating condition of patrons, occupants, or employees of such uses, *and shall in no way be deemed to include the off-street loading space as required by Section 8-201.*

- (B) Area. A required off-street parking space shall be at least eight feet six inches in width and at least 19 feet in length, exclusive of access drives or aisles, ramps, columns, office, ^{service} or work areas.
- (C) Access. Each required off-street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space.
- (D) Open and enclosed parking. Off-street parking spaces open to the sky may be located in any yard except that in residence districts no such parking spaces shall be located in a required front yard or a required side yard adjacent to a street. Enclosed buildings and carports containing off-street parking shall be subject to the yard requirements applicable in the district in which located.
- (E) Design and maintenance.
- (1) Design. Off-street parking spaces shall comply with such design standards relating to curb length, stall depth, driveway width, island width, barriers, and ingress and egress as may be established from time to time by the ^{Traffic Engineer.} ~~official responsible for~~ ~~traffic engineering~~.^{1/} Off-street parking spaces may be open to the sky or enclosed in a building.
- (2) Surfacing. All open off-street parking areas except required parking spaces accessory to a

^{1/} The official to whom this authority is delegated might be the City Traffic Engineer, the Director of Public Works, the Zoning Administrator, or other similar official.

single-family dwelling, shall be graded and paved with concrete, asphaltic concrete, asphalt or ~~or otherwise improved with an all-weather dustless~~ other comparable surfacing, and shall be maintained ~~in good condition, free of all weeds, dust, trash and other debris.~~ ^{materials}

- (3) Screening. All open off-street parking areas containing more than six parking spaces shall be effectively screened on each side that adjoins any property situated in a residential district by a wall, fence or densely planted compact evergreen hedge not less than six feet nor more than ~~ten~~ ^{eight} feet in height. Parking areas shall be arranged and designed so as to prevent damage to, or intrusion into, such wall, fence or hedge.
- (4) Lighting. Any lighting used to illuminate off-street parking areas shall be ~~directed away from residential properties in such a way as not to interfere with the residential user~~ ^{shaded so that no direct light is cast upon any property located in a residence district and so that no glare is visible to traffic on any public street.}
- (5) Repair and service. No motor vehicle repair work or service of any kind shall be permitted in association with any off-street parking facilities.
- (6) Computation. When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, the fraction of one-half or less may be disregarded, and a fraction in excess of one-half shall be counted as one parking space.
- (7) Collective Provisions. Off-street parking facilities

for separate uses may be provided collectively if the total number of spaces so furnished is not less than the sum of the separate requirements for each such use, and provided that all regulations covering the location of accessory parking spaces in relation to the use served are adhered to.

- (8) Location. All parking spaces required to serve buildings or uses shall be located on the same zoning lot as the structure or use served or within 600 feet of ^{an} ~~a main~~ entrance to the structure or use served, provided no off-street parking facilities for a structure or use permitted only in business or manufacturing districts shall be located in a residence district.
- (9) Employee parking. Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing, or both, on the premises at any one time.
- ~~(10) Maximum number of spaces. The total number of accessory parking spaces provided for a single-family, a two-family, or multiple-family dwelling shall not exceed that required by this ordinance for such use or for any equivalent new use by more than 50% or four spaces, whichever number is greater.~~
- (10) Exempt zone. Notwithstanding any other provision

of this ordinance, no accessory off-street parking facilities shall be required for any structures ~~except multiple-family residences~~ in the B-6 Central Business District **except multiple-family residences permitted by a conditional use permit.**

8-103. Required Spaces. Off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

(A) Dwelling and lodging uses.

- (1) Hotels and motels: At least two parking spaces; plus one parking space for each rental unit, plus such spaces as are required for restaurants, **private club,** assembly rooms and ^{other} affiliated facilities.
- (2) Single-family, two-family and multiple-family dwellings:
 - (a) In the A-1, R-1 through R-4, and R-9 Districts: At least one parking space for each dwelling unit.
 - (b) In the R-5 through R-8 Districts: At least one and one-half parking spaces for each dwelling unit.
- (3) Lodging houses: One parking space for each two lodging rooms.
- (4) Dormitories, fraternities, sororities and other lodging facilities and rooms for unmarried students: At least two parking spaces for each three occupants based on the designed capacity of the building.
- (5) Mobile home parks: At least ~~one~~ ^{two} parking spaces for

each mobile home, ~~plus at least two additional spaces for each five mobile home spaces.~~

(B) Business, commercial and manufacturing uses.

- ~~Retail stores, Offices.~~
- (1) All business and commercial establishments, except those specified hereafter: At least one parking space for each ~~300~~²⁵⁰ square feet of floor area.
- (2) All uses located in the A-2 District: At least one parking space for each 600 square feet devoted to retail uses.

~~(3) Retail stores: At least one parking space for each 250 square feet of floor area.~~

- (3) Automobile service stations: At least two parking spaces for each service bay, plus one ^{parking space} for each employee, but not less than five parking spaces.

- (4) Banks ^{and} financial institutions; ~~and medical clinics.~~
At least one parking space for each 200 square feet of floor area.

- ^{Medical and} ~~Dental clinics~~ ^{and doctors offices:}
- (5) ^A At least three parking spaces for each examination or treatment room, plus one for each doctor and employee of the building.

- (6) ~~Office, professional and~~ Public administration or service buildings: At least one parking space for each 400 square feet of floor area.

- (7) Cartage, express, parcel delivery and freight terminal establishments: At least ~~one~~^{two} parking spaces for each ~~two~~^{three} employees as related to the

working period when the maximum number of persons are employed on the premises, and one parking space ^{of} *appropriate size* for each vehicle maintained on the premises.

- (8) Establishments handling the sale and consumption on the premises of food, beverages, and refreshments: At least one parking space for each three persons based upon the maximum number of persons that can be accommodated at the same time in accordance with the designed capacity, provided that drive-in restaurants shall have a minimum of at least ~~ten~~ ^{twelve} parking spaces *plus one space for each two employees*
- (9) Furniture stores, appliance stores, motor vehicle showrooms and used car lots: At least one parking space for each 400 square feet of enclosed floor area and at least one parking space for each 3,000 square feet of open lot area devoted to the sale and display of motor vehicles.
- (10) New and used motor vehicle, mobile home and trailer sales and rental lots: At least one parking space for each 3,000 square feet of open sales lot area devoted to the sale, display and rental of motor vehicles, mobile homes, and trailers.
- (11) Manufacturing, production, processing, assembly, disassembly, cleaning, servicing, testing, or repairing of goods, materials or products: At least one parking space for each ~~three~~ ^{two} employees as

related to the working period when the maximum number of persons are employed on the premises.

- (12) Automobile wrecking yards, ^{salvage yards and other similar uses:} At least one parking space for each two employees, plus one space for each 10,000 square feet of storage area.
- (13) Automobile laundries: At least four parking spaces for each stall in a self-service establishment, and at least three parking spaces for each 20 linear feet in attendant operated establishments ^{plus one space for each two employees.}
- (14) Bowling alleys: At least five parking spaces for each alley, plus such additional space as may be required herein for affiliated uses such as restaurants and the like.
- (15) Theatres: At least one parking space for each four seats.
- (16) Undertaking establishments and funeral parlors: At least one parking space for each four seats, based upon the designed maximum capacity ^{of the} parlor, plus at least one parking space for each employee and one parking space for each vehicle maintained on the premises.
- (17) Warehouse, storage, and wholesale establishments: At least one parking space for each two employees as related to the working period when the maximum number of persons are employed on the premises ^{plus one space for each 400 square feet of display or sales area.}
- (c) Other uses.
- (1) Secondary schools, public or private: At least

two parking spaces for each three faculty members and one for each eight students, based upon the maximum number of students attending classes on the premises at any one time in any 24-hour period.

- (2) ~~Primary~~ ^{Elementary} and intermediate schools, nursery schools, and group day care centers, public or private: At least one parking space for each three faculty members and other full-time employees.
- (3) Trade and commercial schools: At least one parking space for each three students.
- (4) Hospitals: At least one parking space for each two hospital beds, plus one parking space for each two employees (other than doctors), plus one parking space for each doctor assigned to the staff.
- (5) Nursing and convalescent homes: One parking space for each two patients, based on the designed maximum capacity, plus one parking space for each employee or staff member.
- (6) Churches and temples: At least one parking space for each four seats.
- (7) Private clubs and lodges: At least one parking space for each three persons, based on the maximum number of persons that can be accommodated at the same time in accordance with designed capacity.
- (8) Swimming pools and clubs: At least one parking space for each 38 square feet of water area.

- ~~(8) Auditoriums, gymnasiums and other places of assembly with fixed seats. At least one parking space for each four seats.~~
- (9) Auditoriums, gymnasiums and other places of assembly: ~~without fixed seats.~~ At least one parking space for each ^{four} ~~three~~ persons, based upon the designed maximum capacity.
- (10) Parking spaces for other permitted or special uses not listed above shall be provided in accordance with the determination of the Zoning Administrator with respect to the number of spaces that are required to serve employees and/or the visiting public at each such use.

PART 2. OFF STREET-LOADING.

COMMENT: Like the off-street parking provisions, off-street loading spaces are required for new uses and for the enlargement of existing uses. The list of off-street loading berth requirements in Section 8-203 will, like the list of specific uses in Section 8-103, have to be tailored to each particular zoning ordinance that is based on this prototype.

8-201. Applicability. In any zoning district, all structures built and all uses established hereafter, shall provide accessory off-street loading spaces. When an existing structure is expanded, accessory off-street loading spaces shall be provided in accordance with the following regulations for the area of such expansion.

8-202. General Provisions.

- (A) Location. All required loading spaces or berths shall

be located on the same lot as the use served. All motor vehicle loading berths which abut or are adjacent to a residence district shall be completely screened therefrom by building walls, or a uniformly painted solid fence, wall, or door, or any combination thereof, not less than six feet nor more than ~~eight~~^{ten} feet in height. No permitted or required loading space or berth shall be located within 40 feet of the nearest point of intersection of any two streets or highways. No loading space or berth shall be located in a required front yard, ~~and any loading space or berth located in a required rear yard shall be open to the sky.~~

- (B) Area. Unless otherwise specified, a required off-street loading space or berth shall be 10 feet in width by at least 25 feet in length, exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least 14 feet.
- (C) Access. Each required off-street loading space or berth shall be designated with appropriate means of vehicular access to a street, highway or alley in a manner which will least interfere with traffic movement.
- (D) Surfacing. All open off-street loading shall be ~~improved~~^{graded and} paved with asphalt, asphaltic concrete, concrete or other ~~with a compacted select gravel base, not less than seven~~ comparable surfacing, and shall be maintained in good ~~inches thick, surfaced with an all-weather, dustless~~ condition, free of all weeds, dust, trash and other debris.
- (E) Repair and service. ~~No~~ Motor vehicle repair work or

service of any kind shall ^{not} be permitted in conjunction ~~with~~ any off-street loading facilities.

(F) Utilization. Space allocated for any off-street loading berth shall not, while so allocated, be used to satisfy the space requirements for any off-street parking facilities or portions thereof.

(G) Minimum facilities. Uses for which off-street loading facilities are required by this Section but which are located in buildings that have a floor area that is less than the minimum above which off-street loading facilities are required shall be provided with adequate receiving facilities, accessible by motor vehicle, from any adjacent alley, service drive, or open space on the same lot.

8-203. Off-Street Loading Berth Requirements.

(A) No off-street loading facilities are required in any residence district, except that elementary and intermediate schools shall provide at least one loading space for ² passenger automobile for each 50 students based upon the designed maximum capacity of the school.

(B) On the same lot with every building, or part thereof, erected hereafter in any business or manufacturing district, there shall be provided on the lot adequate space for motor vehicles to load and unload in order to avoid interference with the public streets or alleys. Such space shall include the following minimum off-street

loading spaces:

- (1) For banks, medical and dental clinics, and business and professional offices, one loading berth shall be provided for each building that contains 3,000 to 100,000 square feet of gross floor area, and for each additional 100,000 square feet of gross floor area up to 500,000 square feet, one additional loading berth shall be provided, plus one additional loading berth for each additional 500,000 square feet of gross floor area, or any fraction thereof, in excess of 500,000 square feet.
- (2) For amusement establishments, bowling alleys, pool halls, dance halls, gymnasiums, indoor and outdoor theatres, swimming pools, skating rinks and other similar amusement establishments, one loading berth shall be provided for each building that contains 1,000 to 100,000 square feet of gross floor area, and for each additional 100,000 square feet of gross floor area, or any fraction thereof, one additional loading berth shall be provided.
- (3) For hotels and motels, meeting halls, service and fraternal clubs and lodges, funeral parlors and mortuaries, one loading berth shall be provided for buildings containing 1,000 to 150,000 square feet of gross floor area, plus one additional loading berth for each additional 150,000 square feet of gross floor area, or fraction thereof. Each such

loading berth for buildings in excess of 20,000 square feet of gross floor area shall not be less than 10 feet in width by 60 feet in length.

- (4) For all other uses in the B-1 through B-9 Business Districts, loading facilities shall be provided in accordance with the following table:

<u>Gross Floor Area of Establishments in Thousands of Sq. Ft.</u>	<u>Required Number and Size of Loading Berths</u>
0 - 3	None
3 - 10	1 - (10' x 25')
10 - 25	2 - (10' x 25' each)
25 - 40	2 - (10' x 60' each)
40 - 100	3 - (10' x 60' each)

For each additional 200,000 square feet of gross floor area, or any fraction thereof, over 100,000 square feet of gross floor area, one additional loading berth shall be provided. Each such additional loading berth shall be at least 10 feet in width by 60 feet in length.

- (5) For all uses in the M-1, M-2 and M-3 Industrial Districts, loading facilities shall be provided in accordance with the following table:

<u>Gross Floor Area of Establishments in Thousands of Sq. Ft.</u>	<u>Required Number and Size of Loading Berths</u>
1 - 10	1 - (10' x 25')
10 - 40	1 - (10' x 60')
40 - 100	2 - (10' x 60' each)

For each additional 100,000 square feet of gross floor area, or any fraction thereof over 100,000 square feet of gross floor area, one additional

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loading berth shall be provided. Each such additional berth shall be at least 10 feet in width by 60 feet in length.

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE
July 6, 1970



TO Jack H. Galbraith, Chief Planner
FROM Robert A. Lakin, Director of Planning
SUBJECT Off-Street Parking at High Schools

Attached are memos re amending the zoning ordinance re off-street parking for high schools. As suggested by the Traffic Engineer and the Traffic Commission, any new construction (other than maintenance, remodel, etc.) would require the off-street parking at that school to be brought up to full new standard before any new construction permits would be issued.

I have discussed (but not resolved) this problem with nearly all of the parties involved. It seems to me that the staffs involved should re-examine the problem and make new recommendations (if indicated) back to the Traffic Commission, who seem to have initiated the change in the text. At that time, I want us represented and to make an appearance either pro or con, depending on how the text is being proposed for amendment.

Specific recommendations needed are:

- 1) Requirements to be made effective on
 - a) Previous construction
 - b) New construction only (standard vs. non-standard concept)
 - c) High schools only
 - d) Other schools (elementary - junior high)
 - e) All uses in zoning ordinance re sub b)
- 2) County Zoning Resolution (The school may start while outside the City)

Please advise as to progress and estimated completion date.

RAL:ber

cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Paul Graves, Traffic Engineer
Robert Feldner, Superintendent of Central Inspection
Richard Holstead, Board of Education

June 26, 1970

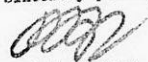
Mr. Richard L. Holstead
Director
School Plant Planning & Operation
Wichita Public Schools
Administration Building
428 South Broadway
Wichita, Kansas 67202

Dear Dick:

This is in response to your letter of June 2, 1970 wherein you inquired about the recommendation from the Traffic Commission to the City Commission (which was approved) to "amend the City Code to provide an off-street parking ratio of one space to four students, one space for each faculty member or employee, for any new high schools constructed." As stated, this recommendation was specifically to be applied to the new high school sites with no mention made with direct reference to existing high school sites. However, I share with you the same concern that you expressed about the possibility that the new Code might be construed to be applied to existing senior high schools and understand that this could create certain problems of substantial size.

As you probably are aware, the Planning Department has been directed to prepare the necessary revision to implement the recommendation and by copy of this letter to M. Robert Lakin, Director of Metropolitan Planning Department, I am alerting him of the fact that I do share your concern. Our Division will work in conjunction with the Planning Department in arriving at what we would hope to be a suitable solution. I will keep you advised as to the progress of this proposed change.

Sincerely yours,


Paul B. Graves, P.E.
City Traffic Engineer

PEG:cg

cc: Ralph Wulz, City Manager
R. W. Bruggeman, Director of Public Works
Robert Lakin, Director of Planning
Dr. Alvin Morris, Board of Education



THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE May 4, 1970

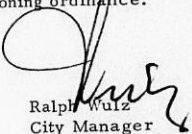
TO Robert A. Lakin, Director of Planning
FROM Ralph Wulz, City Manager

SUBJECT Off-Street Parking
at High Schools

On April 7, 1970, the City Commission approved the minutes of the March 18, 1970, meeting of the Traffic Commission which included the recommendation that Paragraph 3.7, Section 28.04.141 of the City Code be revised.

The recommended revision is that the off-street parking ratio of one parking space for each 10 students be revised to provide for one parking space for each four students at school capacity.

It is requested that you initiate the necessary action to have an ordinance prepared revising this paragraph of the zoning ordinance.


Ralph Wulz
City Manager

RW:ktw

cc: Paul B. Graves, Traffic Engineer
John Dekker, Director of Law



June 2, 1970

Mr. Paul B. Graves
City Traffic Engineer
City of Wichita
104 South Main
Wichita, Kansas 67202

Dear Paul:

It would be a little trite to say that we public school administrators are interested in the new requirement for off-street parking spaces at senior high schools. We have recognized for some time that the one to ten ratio has been inadequate. The one to four ratio may be a little strong, but it probably approaches the actual need.

In discussing the new parking requirement, we have become a little concerned about the possibility that the new parking code could be enforced in such a way as to apply to existing senior high school buildings as well as new senior high school buildings. As I understand it, the City has had the right in the past to enforce the existing code in the same way; however, it has not chosen to press the issue.

Frankly, Paul, if your Department or the City did enforce the new code, making it apply to existing construction, the effect on senior high school building and renovation would be catastrophic. Obviously, we could not do work affecting the structure of North High School if we were required to provide 600-700 off-street, dust-free parking spaces. The end result would be that we would simply do very little or no construction in the senior high schools.

Please regard this letter as a request to not apply the new off-street parking requirement to existing senior high school construction. I am anxious to know what direction you will take.

Sincerely,

Richard L. Holstead
Director
School Plant Planning and Operation

CC Mr. Ralph Wulz
Mr. Bob Lakin
Dr. Alvin Morris



WICHITA-SEDGWICK COUNTY

DATE

Jack

METROPOLITAN AREA PLANNING DEPARTMENT

November 7, 1967

TO Glen E. Lytle, Superintendent of Central Inspection
FROM James W. Howe, Planner III *just*
SUBJECT DR 67-43 - Proposed Amendment to the Zoning Ordinance
Relating to Off-Street Parking for High Schools

We have been asked by Mr. Paul Graves to initiate an amendment to the Zoning Ordinance relating to off-street parking requirements for high schools. The existing Ordinance provides that there shall be one off-street parking space for each teacher and employee, plus one space for each ten students, at capacity. Mr. Graves has asked that the Ordinance be amended to provide one space for each teacher and employee, plus one space for each three students, at capacity.

Although it is recognized that parking requirements will vary to some degree from one school to another because of such things as the economic level of the school attendance area, natural or man-made barriers to access, presence or lack of sidewalks, availability of other forms of transportation, etc., Mr. Graves has taken a Wichita High School Parking Inventory in which it was determined that there is one car for each 3.34 students in Wichita high schools. From this survey (which actually justifies his proposed amendment), it seems apparent that there is a definite need to amend the Ordinance in order to provide for adequate parking facilities for high schools.

I would like to have your comments on the proposed amendment, particularly in relation to what effect this would have on the older schools, such as East and North, when an increase in floor area or classroom facilities is contemplated. Based on your interpretations in the past (particularly in relation to shopping centers), I would assume that you would require all off-street parking to be brought up to standard before any expansion would be allowed. If this is the case, as applied to the Board of Education, I can see a severe problem developing. If this is your interpretation, what outs are there if any: BZA? special exemption clause for governmental units? etc.

COPY

Glen E. Lytle, Superintendent of Central Inspection
November 7, 1967
Page 2

I am attaching to this memorandum an excerpt from several other ordinances from around the country relating to off-street parking requirements for schools. None of these are as severe as the one being proposed; however, I believe the Dallas ordinance came the closest.

JWH:bgs

Attachment

cc: Robert A. Lakin
Assistant Planning Director

Jack H. Galbraith
Senior Planner

OFF-STREET PARKING - SCHOOLS

EXISTING ORDINANCE

- Elementary - one space for each teacher and employee, at capacity.
Intermediate - one space for each teacher and employee, at capacity.
High - one space for each teacher and employee, plus one space for each ten students at capacity.

WICHITA PROTOTYPE ZONING ORDINANCE

- Secondary Schools, Public or Private - at least two parking spaces for each three faculty members and one space for each eight students; based upon the maximum number of students attending classes on the premises at any one time in any twenty-four hour period.
Primary and Intermediate Schools, Nursery Schools, and Group Day Care Centers, Public or Private - at least one parking space for each three faculty members and other full-time employees.

TOPEKA ZONING ORDINANCE

- Elementary Schools - two parking spaces for each classroom.
Junior High Schools - one parking space for each classroom and one parking space for eight seats of maximum seating capacity in the auditorium or place of public assembly.
Senior High Schools - one parking space for each classroom plus one parking space for each five seats of maximum seating capacity in the auditorium or place of public assembly.

KANSAS CITY ZONING ORDINANCE

- Educational Institutions - including colleges, universities, business, commercial or trade schools or any other schools - one per each four employees, plus one for each ten students.

TUCSON, ARIZONA ZONING ORDINANCE

Nursery, Elementary, or Junior High School - one space for each employee.

Senior High, College or University - one space for each teaching employee, plus one space for each three non-teaching employees, plus one space for each three students.

Trade, Specialty or Business - one space for each teacher, plus one space for each three students.

DALLAS ZONING ORDINANCE

School, Business, Trade or Craft - one space for each four students.

School, Public or Parochial, Elementary - one space for each twenty-five students.

Junior High - one space for each eighteen students.

High School - one space for each four students.

TULSA ZONING ORDINANCE

Schools - one space for each twelve classroom seats.

November 9, 1967

Mr. Richard Holstead, Director
Building Project Studies
Board of Education
428 South Broadway
Wichita, Kansas 67202

Subject: DR 67-43 - Proposed Amendment to the
Zoning Ordinance Relating to Off-Street Park-
ing for High Schools

Dear Mr. Holstead:

I have reviewed several relatively new zoning ordinances from around the country relating to off-street parking requirements for high schools. I am attaching a copy of the various requirements to this letter which I thought you might like to review before our meeting on November 20, 1967.

Sincerely,

James W. Howe
Planner III

JWH:bgs

Attachment

November 8, 1967

Paul B. Graves, Traffic Engineer

James W. Howe, Planner III

DR 67-43 - Proposed Amendment to the Zoning Ordinance
Relating to Off-Street Parking for High Schools

Attached is a copy of a memorandum for your information and
files relating to the above-captioned subject.

JWH:bgs

November 7, 1967

Glen E. Lytle, Superintendent of Central Inspection
James W. Howe, Planner III

DR 67-43 - Proposed Amendment to the Zoning Ordinance
Relating to Off-Street Parking for High Schools

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I would like to have your comments on the proposed amendment, particularly in relation to what effect this would have on the older schools, such as East and North, when an increase in floor area or classroom facilities is contemplated. Based on your interpretations in the past (particularly in relation to shopping centers), I would assume that you would require all off-street parking to be brought up to standard before any expansion would be allowed. If this is the case, as applied to the Board of Education, I can see a severe problem developing. If this is your interpretation, what outs are there if any: BZA? special exemption clause for governmental units? etc.

Glen E. Lytle, Superintendent of Central Inspection
November 7, 1967
Page 2

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For Seal

JWH:bgs

Attachment

cc: Robert A. Lakin
Assistant Planning Director

Jack H. Galbraith
Senior Planner

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Junior High - one space for each eighteen students.

High School - one space for each four students.

TULSA ZONING ORDINANCE

Schools - one space for each twelve classroom seats.

JACK G

Either you or Jim plan to go with me on this one. Check the off-street parking compilation in the ASPO PAS series to see what sort of standards are there in new ordinances. Also, you might check the new Dallas ordinance as well that new Tucson ordinance that you recently reviewed and furnished Paul a copy of. One additional thing I would like to have you check on would be with Lytle to see what the affect would be on the older schools, such as East and North, etc. when an increase in floor area or class room is provided as to how they will interpret off-street parking requirements. Based on what I have seen on past shopping center requirements, they will require all off-street parking to be brought up to standard before any expansion will be allowed. If this is the case as applied to the Board of Education, particularly as to North High and some of the other

High schools - North - East, can see a severe problem developing. If this is their interpretation, what outs are there if any - BZA? special exemption clause for governmental units? etc.

October 31, 1967

Dr. Richard Holstead
Board of Education
428 South Broadway
Wichita, Kansas 67202

Dear Dick:

Re: Off-street parking requirements
High Schools

Attached are some copies of a memo to me from Paul Graves asking that our Department initiate a change in the off-street parking requirements for high schools in the City zoning ordinance. I assume we would also make this requirement in the County Zoning Resolution if such a change were to occur. Also attached to the memo to me was a memo from Paul Graves to Ray Bruggeman, Director of Public Works, giving the basis on which he feels the change is justified.

Would you please review Paul's memo to Bruggeman and if appropriate have other Board of Education personnel review it, so that we may discuss the merits of such a change and the validity of such standards. I will bring Jack Galbraith or Jim Howe of our staff with me, together with Paul Graves and any member of his staff that he may want to bring along, to our meeting on November 20, at 2:00 p.m. at your office. If there is any additional information that you might want us to furnish prior to this meeting, please advise. We may have some information on standards used in other ordinances recently adopted around the country. If so, we will try to bring these with us or send them to you ahead of time.

Sincerely,

Robert A. Lakin
Assistant Planning Director

RAL:ber

THE CITY OF WICHITA
OFFICE OF Traffic Engineering

DATE August 4, 1967

TO Bob Lakin, Ass't Planning Director

FROM Paul B. Graves, City Traffic Engineer

SUBJECT Off-street parking requirements
for new high school construction

Attached is a copy of a report regarding the above subject matter, wherein the Department of Public Works is recommending that the off-street parking ratio be changed from 10-1 to 3-1.

Will you please advise us as to whether our proposed recommendation meets with your approval?



Paul B. Graves
City Traffic Engineer

PBG:cs

cc: R.W. Bruggeman, Director of Public Works
Glen Iytle, Central Inspection
B.E. Smith, Engineering



THE CITY OF WICHITA
OFFICE OF Traffic Engineering

DATE August 2, 1967

LRipp
8-4-67

TO R.W. Bruggeman, Director of Public Works
FROM Paul B. Graves, City Traffic Engineer

SUBJECT Off-street parking requirements
for new high school construction

You may be aware that we are having parking problems in connection with most of our cities high schools during the school terms. The problem not only exists in areas where off-street parking is not available to meet the demand, but also where the off-street parking is not centrally located to best serve proper building locations. I realize that we can accomplish very little in connection with the location of a given parking area, except to give advice, however, we are able, through ordinance, to control the number of off-street parking spaces required for new construction.

Existing city code number 28.04.141.2.7 requires one (1) space for each teacher and employee, plus one (1) space for each ten (10) students, at capacity. However, a parking inventory was conducted during the fall of 1965 and spring of 1967, thus the following table relates the parking problem that now exists with the one(1) to ten (10) off-street parking requirements.

TABLE

WICHITA HIGH SCHOOL PARKING INVENTORY

School Involved	Student Enrollment	Vehicles driven and/or Registered	# Students per Vehicle Driven
East	2900	500	3.22
Heights	1375	500	2.75
North	2201	800	2.75
South	2082	600	3.47
Southeast	2300	600	3.83
West	<u>2175</u>	<u>500</u>	<u>4.35</u>
TOTALS	13,033	3,500	Average 3.34

To satisfy present demands, code number 28.04.141.2.7 Schools (private and public) should be changed to read as follows:



High. One (1) space for each teacher and employee, plus one (1) space for each three (3) students, at capacity.

With the present requirement being so inadequate, I am requesting that you give approval to the proposed change so that I can proceed to start the process for a change in ordinance.

Paul B. Graves
City Traffic Engineer

PBG:LR:cs