CHAPTER 32

OFF-STREET PARKING, LOADING, AND ACCESS

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11-32-101 Purpose.

The purpose of this Chapter is to provide regulations for off-street parking and loading, and access to such facilities, sufficient for each type of land use so as to reduce street congestion and traffic hazards and the need to park on public streets.

11-32-102 Effect of Chapter.

The regulations as contained in this chapter shall apply and govern in all zones.

11-32-103 General Provisions.

(1) **Off-Street Parking Space Required**. The minimum off-street parking spaces as outlined in this Chapter, along with adequate provisions for ingress and egress by standard-size automobiles and adequate loading facilities, shall be provided for any use of land or main building or structure in the City. These facilities shall be provided at the time the use is established or the building erected; or at the time the building or structure is enlarged, altered, converted or changed in use, or moved. If more than one use is located on a site, the number of off-street parking and loading spaces provided shall be equal to the sum of the requirements for each use.

(2) **Location of Off-Street Parking.** Parking areas as required by this Chapter shall be located on the same lot as the main building or structure. However, in cases other than a dwelling where, due to size or location, the required parking cannot be provided on-site, it may be located on other property not more than three hundred (300) feet from the nearest point of the main parcel. If off-site parking is proposed to meet the minimum requirements of this Chapter, a document shall be submitted by the applicant verifying that permission has been granted by the owner of the property on which the parking will be located to use such property.

(3) **Required Parking to be Preserved.** Space for off-street parking required in connection with an existing building shall not be reduced in the number or size of parking spaces, nor shall it be utilized for any other purpose than off-street parking, but shall be preserved in perpetuity as long as the requirement for said off-street parking is needed.

(4) **Tandem Parking.** Tandem parking shall not be allowed except for single-family and two-family dwellings.

(5) **Parking in Front Yard.** No portion of a required front yard shall be used for parking except for the paved driveway area. No portion of a required front yard, other than

driveways leading to a garage or properly designated parking space, shall be paved or graveled so as to encourage or make possible the parking of vehicles thereon.

(6) **Traffic Study.** For developments where the impacts of additional traffic on abutting streets or impacts associated with interior circulation may be critical, a traffic impact study may be required by the City. This study shall be prepared by an engineer specializing in traffic analysis. At the discretion of the City, the traffic study may include, among other things, an analysis of on-site circulation, capacities of existing streets, number of additional trips which will be generated, origin/destination studies, peak traffic volumes and movements, the effect of driveways on traffic flow on adjacent streets, and the effect on functional characteristics of intersections due to proximity of driveways.

(7) **Joint Use Parking Areas.** When two dissimilar uses are located adjacent to each other and the demand for parking in conjunction with those uses would not conflict, the Planning Commission may authorize the use of such combined facilities requiring the maximum number of parking spaces for the larger use. Joint use of parking areas for similar adjacent uses may be provided as long as the total off-street parking spaces is equal to the minimum requirement for each individual use. If the common facilities are located on more than one lot, a covenant for the preservation of the parking facilities must be filed with the City.

(8) **Parking Standards for Historic Structures.** As part of a Site Development Application, the Planning Commission may consider and approve a reduction or modification of the standards contained herein for uses proposed in historic structures providing it can be demonstrated that the standards for such use exceed that which is necessary in the specific case, that congestion on adjacent streets will not be significantly increased, and that by granting such a reduction, the safety and general welfare of the public will not be compromised. For the purpose of this Chapter, "historic structure" is defined as a non-residential building which is over fifty (50) years old and/or which is listed on the National Register of Historic Properties.

(9) **Variances.** The Board of Adjustment may authorize, on appeal, a reduction in the required parking and loading spaces as described in this Chapter upon a finding that in a specific case, the nature of the use or premises, would mitigate the need for the full parking requirement specified in this Chapter. Availability of street parking would not be justification for reducing the requirement.

11-32-104 Minimum Parking Spaces Required.

Required off-street parking shall be provided for each land use as listed below. For any use not listed, the requirements for the most nearly similar use which is listed shall apply. The Planning Commission shall determine which listed use is most nearly similar. In special cases where it is determined that there is not a similar use, the Planning Commission, in consultation with the developer, shall establish the minimum parking space requirement:

USE	PARKING SPACES REQUIRED
Dwelling, Single-Family to Four Family	2 parking spaces per dwelling unit
Dwelling, Multi-Family (5+ units/building)	1.6 parking spaces per unit plus .25 spaces per unit for visitors
Hotel and Motel	1 parking space per unit plus specified requirements for restaurants, auditoriums, meeting rooms, and other related facilities

USE	PARKING SPACES REQUIRED
Intensive Commercial Business, Retail Stores and shops	4 parking spaces per 1000 square feet of floor area
Less Intensive Commercial Businesses, Including Auto, Lumber, Appliance Sales, etc.	1.5 parking spaces per 1,000 square feet of indoor and outdoor sales and display area
Auto Repair / Body shop	3 spaces for each service bay (service bay itself shall not be counted as a parking space) plus 1 space for each vehicle customarily used in operation of the business
Commercial Recreation, such as Golf Course, Bowling Alley, etc.	Determined by the Planning Commission
Offices and Personal Services	3 parking spaces per 1,000 square feet of floor area
Sit-Down Restaurants and Bars	12 parking spaces per 1,000 square feet of floor area
Fast-Food or Drive-In Restaurant	20 parking spaces per 1,000 square feet of sales and eating area plus a minimum of 4 employee parking spaces
Drive-in Facilities, required stacking space	There shall be sufficient distance in advance of a service window to store 4 cars, not including the vehicle at the window. In the case of a fast food restaurant, the distance between a menu board and the pick-up window shall be sufficient to store 4 cars, not including the vehicles at the pick-up window and menu board, and storage for at least 4 vehicles shall also be provided in advance of the menu board. A minimum of 20 feet per vehicle shall be provided. Such spaces shall be designed so as not to impede pedestrian or vehicular circulation on the site or on abutting streets.
Auditoriums, Assembly Halls, Theaters, Churches, Funeral Homes	1 parking space for every 4 seats. Where there are no fixed seats, 1 space shall be provided for every 50 s.f. of gross floor area.
Dental and Medical Clinics	6 parking spaces per 1,000 square feet of floor area
Hospitals	1 parking space per each bed
Nursing Home	1 parking space per each bed

USE	PARKING SPACES REQUIRED
Manufacturing Uses, Research and Testing, Wholesale	2 parking spaces per 1,000 square feet of gross floor area plus 1 space for each company vehicle operating from the premises. 1 parking space per 1000 s.f. of gross floor area shall be provided for warehousing and/or space used exclusively for storage.
Senior High Schools	7 parking spaces per classroom
Elementary and Junior High School	2 parking spaces per classroom

11-32-105 Off-Street Loading.

(1) **Off-Street Loading Required.** For every building with a floor area over ten thousand (10,000) square feet which contains a commercial or industrial use, to or from which deliveries are regularly made by motor vehicle, at least one (1) off-street loading space shall be provided and maintained on the same lot with the building. For buildings larger than ten thousand (10,000) square feet, an additional loading space shall be provided for the next thirty thousand (30,000) square feet, or portion thereof. One (1) additional loading space shall be provided for each increment of forty thousand (40,000) square feet thereafter.

(2) **Size of Loading Space.** Each loading space shall be not less than fourteen (14) feet wide and twenty-five (25) feet long with a vertical clearance of fourteen (14) feet.

(3) **Location of Loading Space.** Required loading spaces may occupy any required yard except the front yard. The loading space shall be designed and arranged so that no vehicle may be parked or stored or requires maneuvering room within a public street. No loading space shall be located closer than fifty (50) feet to a residential boundary except when it is screened by a six (6) foot wall or solid fence.

11-32-106 Access to Off-Street Parking and Loading Spaces.

(1) Ingress and Egress - Adequate ingress and egress to all uses shall be provided as follows:

(a) Residential driveways shall be not more than twenty (20) feet in width when serving as access to two (2) properly designated spaces or thirty (30) feet in width when serving as access to three (3) properly designated parking spaces as measured at the front or side corner property line. "Properly designated parking spaces" shall include spaces in a garage, carport, or on a parking pad located to the side of a dwelling and not located within the minimum front yard setback. Additional driveway width for access to a rear yard, for more than three (3) properly designated parking spaces, or for multiple-family residential developments may be reviewed by the Planning Commission as a conditional use (no fee shall be required). Residential driveways shall be designed at a width which is the minimum necessary to provide adequate access to designated parking spaces.

(b) Not more than one (1) driveway for each separate street frontage shall be

permitted on lots occupied by a one-family or two-family dwelling except under the following circumstances:

(i) On lots with at least the minimum width required in the zone, one (1) additional driveway may be permitted providing that the sum of the width of both driveways does not exceed the maximum widths specified in Section 11-32-106(1)(a) above;

(ii) For lots having at least fifty (50) feet of width in excess of the minimum required width, one (1) additional driveway, not exceeding sixteen (16) feet in width, may be permitted.

(c) A maximum of one (1) driveway for each one hundred (100) feet of public street frontage shall be allowed for commercial and industrial uses. Said driveways shall be not more than thirty-six (36) feet in width. Minimum widths of driveways shall be not less than sixteen (16) feet for one-way traffic or twenty-four (24) feet for two-way traffic. Planter strips designed to separate one-way entering and exiting traffic, which are not less than four (4) feet or more than twelve (12) feet in width, shall not be included in computing the total width of driveways and do not constitute a separation of driveways as regulated by Section 11-32-106(2) below.

(d) Driveways shall not exceed a slope of fourteen percent (14%).

(e) Driveways shall have direct access to a public street for a building lot. Subject to satisfaction of the provisions of Section 11-3-045 of the City Zoning Ordinances and the grant of a special exception, direct access for a building lot may include access over one adjacent building lot provided both building lots have full frontage on a public street, an access easement has been recorded acceptable to the City, and the full face of any dwelling unit located on both building lots fronts or is fully exposed to the public street.

(2) **Driveway Spacing.**

(a) Individual driveways or circular driveways on residential lots shall be spaced not less than forty (40) feet apart on the same lot and shall be not less than six (6) feet from side property lines unless otherwise approved by the Zoning Administrator.

(b) Individual driveways on commercial or industrial developments shall be spaced not less than forty (40) feet apart on the same lot and shall be not less than fifteen (15) feet from side property lines except under the following circumstances:

(i) A common driveway serves adjacent land uses;

(ii) Driveways cannot meet separation standards due to narrow lot frontage;

(iii) Driveways cannot meet separation standards due to location of existing driveways on adjacent lots; or

(iv) A professional traffic engineer, after preparing a traffic study,

recommends that driveways be located closer to interior lot lines in order to maintain a safe distance from street intersections.

(3) **Distance from Intersections.** No residential driveway shall be located closer than thirty (30) feet to the intersection of two (2) streets. This measurement shall be made from the intersection of the right-of-way lines of such streets. For commercial uses, industrial uses, and apartments with seventeen (17) or more parking spaces, the driveway shall be no closer than forty (40) feet to the intersection of two (2) streets.

11-32-107 Parking Development, Standards, and Maintenance.

(1) **Size.** Each off-street parking space shall be not less than nine (9) feet by eighteen (18) feet except as otherwise provided.

(2) **Accessible Parking.** All public parking areas shall provide spaces complying with standards for quantity and design established in the Federal Americans With Disabilities Act.

(3) **Surfacing.** All public parking areas, private residential parking areas for five (5) or more vehicles, and private industrial parking areas with three (3) or more parking spaces (including driveways and loading spaces) shall be paved with asphalt or concrete, shall have appropriate bumper guards so that cars do not project across sidewalks or property lines, and shall be marked so as to provide the orderly arrangement and movement of vehicles.

(4) **Grading.** All parking areas shall be graded for proper drainage as approved by the City Engineer.

(5) **Curb and Gutter.** All parking areas as described in Section 11-32-107(3) above shall be finished around the perimeter with concrete curb and gutter.

(6) **No Backing onto Public Streets.** All parking areas described in Section 11-32-107(3) above shall be designed so that vehicles would not be required to back out into a public street.

(7) **Screening and Landscaping.** All public and private parking areas except single-family and two-family dwellings shall be effectively screened by solid fencing or landscaping. The screening and landscaping plan shall be approved by the Planning Commission in a Site Plan Review.

(8) **Lighting.** Lighting used to illuminate any off-street parking area shall be designed to direct light away from adjoining property in residential districts.

(9) **Design of Parking Area.** Dimensions of all parking lots shall be in compliance with the minimum standards illustrated by the following table and diagram:

MINIMUM DIMENSIONS IN PARKING LOT DESIGN

	W Stall Width	C Curb Length	D Stall Depth	A Aisle Width	B Bay Width
90° Parking	9'	9'	18'	24'	60'
60° Parking	9'	10.4'	16'	23'	55'
45° Parking	9'	12.7'	13'	22'	48'

Chapter 32 Amended, 6/15/94, Ord. 94-26
11-32-106(1)(a)& 11-32-106(2)(a) Amended 4/6/05, Ord. 2005-11.
11-32-106 (1) (d) & (e) - Ordinance 2005-51, 10/19/05
Amended - 11-32-107(5), 4/19/06 - Ord. 2006-28
Amended 11-32-103, 5/18/10, Ordinance 2010-21
Amended 11-32-106(1)(a), 05/17/2011, Ord 2011-10
Amended 11-32-106(1)(e), 03/04/2014, Ord 2014-07
Amended 11-32-103, 02/02/16, Ord 2016-07