

ARTICLE 8: OFF-STREET PARKING AND LOADING

8.1 Purpose

The intent is to relieve traffic congestion in the streets, to minimize any detrimental effects of off-street parking areas on adjacent lands, and to ensure the proper and uniform development of parking areas throughout the City. Additionally, it is the objective of this Section to manage parking to reduce its potential adverse water quality impacts within the City and watershed, and ensure that land is not covered excessively with impervious surfaces.

8.2 Applicability

The off-street parking and loading requirements of this Section shall apply to all new development within the City's jurisdiction. It shall also apply when an existing structure or use is expanded, enlarged, or otherwise increased in capacity, or where there is a change in use, and such expansion or change in use will result in increased vehicle trips to the existing structure or use.

8.3 General Standards

General parking standards include:

1. All off-street parking areas and loading spaces required by this Section shall only be used for those purposes.
2. Off-street parking areas shall be arranged for convenient access and safety of pedestrians and vehicles.
3. Off-street parking and loading areas shall be properly drained so as not to cause any nuisance on adjacent land.
4. No more than 10 parking spaces may be in a continuous row without being separated by a landscaping island.
5. If parking areas are lighted, the lighting fixtures shall be installed as to protect the street and neighboring properties from direct glare or hazardous interference of any kind.
6. Off-street parking and loading areas shall be maintained in good repair and in safe condition at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to neighboring land.

7. The parking of commercial vehicles with three or more axles shall be prohibited in a residential district except for loading and unloading purposes, for emergency home service, or for use in the conduct of a legal non-conforming use.

8.4 Minimum Off-Street Parking Standards

Off-street parking shall be provided at the rate established for the particular use in the most recent edition of the Institute for Transportation Engineers Parking Generation Manual (the "Parking Manual"). Any deviation below the minimum number of off-street parking spaces required by the manual shall be reviewed and approved in the manner set forth in the provisions for Alternative Parking Standards.

8.5 Maximum Parking Standards

Nonresidential uses shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 120%. Residential uses, other than detached single family dwellings, shall not exceed the minimum number of off-street parking spaces established in the Parking Generation Manual by more than 150%. The maximum parking ratio is only applicable to off-street surface parking spaces.

8.6 Alternative Parking Standards

The Planning and Zoning Board and City Council shall be authorized to approve an alternative parking plan that proposes alternatives to providing the number of required/allowed off-street spaces as established in Sections 8.4 and 8.5. In order to receive an approval for an alternative parking plan, the following standards must be met:

1. All off-street parking spaces provided in excess of the maximum provided in Section 8.5 shall be surfaced with alternative paving materials that are pervious or semi-pervious in nature. These parking areas shall be located further from the primary pedestrian entrance to the primary structure than those parking spaces required in Section 8.4. Additionally, pervious and semi-pervious materials should be used in areas proximate to and in combination with on-site stormwater control devices when possible.

8.7 Shared Parking

Requests for shared parking shall comply with the following standards:

1. Shared parking spaces shall be located within 500 linear feet of the primary entrance to all uses served.
2. No shared parking spaces are to be separated by an arterial or collector road.

3. Adequate and safe pedestrian access must be provided from and to the shared parking areas.
4. The maximum reduction in the number of parking spaces required for all uses sharing the area is 50%.
5. A shared parking agreement involving all owners of record must be recorded prior to the issuance of a Certificate of Occupancy.
6. The Zoning Administrator shall determine whether shared parking is possible for any proposed development. The applicant may submit a professional study that justifies the feasibility of shared parking for a specific location.

8.8 Compact Spaces

Up to 25% of the minimum number of required off-street parking spaces may be provided as compact car spaces. Compact car spaces shall be designated by signage and/or pavement marking. The minimum dimensional standards are found in Section 8.11.

8.9 Cross-Access Required

All parking areas in non-residential developments and large-scale multi-family developments shall be designed to allow for cross-access to adjacent compatible sites in accordance to the following standards:

1. In no case shall a development be required to provide cross-access to more than 2 adjacent parcels.
2. A minimum distance of 100 feet is preferred between a cross-access way or driveway entrance.
3. A stub for future cross-access shall be provided to all adjacent land zoned for non-residential or multi-family purposes and/or designated for non-residential or multi-family purposes in the Future Land Use Plan.
4. Cross-access ways should allow for two-way traffic between parcels. The minimum width of the cross-access way should be 22 feet.
5. Where provided, a cross-access easement shall be recorded by the owner/developer prior to issuance of a Certificate of Occupancy.

The Zoning Administrator shall have the authority to waive the cross-access requirement if the applicant demonstrates it is impractical to provide cross-access due to topography, the size and configuration of the site, automobile safety factors, adjacent incompatible uses, or existing development on adjacent land that makes cross-access impossible.

8.10 Pedestrian Pathways

For parking lots with 200 or more spaces, pedestrian pathways are required to provide access through the parking lot to each building. Standards for pedestrian pathways in parking lots are as follows :

1. Pedestrian pathways shall be located within landscaped medians separating rows of parking. Such medians shall have a minimum width of 12 feet.
2. One median containing a pedestrian pathway shall be provided per two drive aisles in the parking lot.
3. Pedestrian pathways shall have a minimum width of 5 feet, and be paved with asphalt, concrete, or other comparable material.
4. When crossing drive aisles, the pathway shall be a minimum of 10 feet in width and shall be of contrasting color or material.
5. Unpaved portions of the median shall be mulched or seeded with live ground cover. Supplemental plantings are permitted.

8.11 Minimum Dimensional Standards for Parking Spaces

Table 8.1: Parking Space Dimensions

Parking Angle	Stall Width (ft)	Stall Depth (ft)	Aisle Width (ft)*
90 degrees	9	19	24
60 degrees	8.5	18	22
45 degrees	8.5	18	22
Parallel	8	22	22
Compact	8	16	22

** Aisle widths are provided for two-way traffic. In cases where traffic is proposed for one-way travel, then the width of the aisle may be reduced by ½ the requirement.*

8.12 Stacking Spaces for Drive-thru and Related Uses

In addition to meeting the minimum off-street parking space standards in Section 8.4, uses with drive-thru facilities shall comply with the minimum stacking spaces required in the following table:

Table 8.2: Drive Thru- Staking Space Minimums

Type of Use	Minimum Stacking Spaces	Measured From
ATM	3	teller machine
Auto repair and service	3 per bay	bay entrance
Auto service station (w/ gas)	30 ft	each end of outermost island
Car wash, automatic	4	bay entrance
Car wash, full service	10	bay entrance
Car wash, self service	4 per bay	bay entrance
Convenience store (w/ gas)	30 ft	each end of outermost island
Day care (adult and child)	6	building entrance
Financial institution (teller lane)	5 per lane	teller window
Nursing home	3	building entrance
Restaurant*	6	order box
Other (including dry cleaning, laundry, pharmacy, etc.)	5 per lane	agent window

**Restaurants with a drive-thru shall provide for a minimum 4 vehicle queue between the order box and pickup window.*

Standards for uses not specifically listed may be determined by the Zoning Administrator based on the standards for comparable uses and upon the particular characteristics of the use.

8.13 Off-Street Loading Standards

Every structure or building used for trade, business, or industry hereafter erected, shall provide space as indicated herein for the loading, unloading, and maneuvering space of delivery vehicles off the street or public alley. Such space shall have access to a public alley, private driveway, or if such cannot reasonably be provided, to a public street. For the purpose of this Section an off-street loading space (exclusive of adequate access drives and maneuvering space) shall have a minimum dimension of 12 feet by 40 feet and an overhead clearance of 15 feet in height above the alley or street grade.

Table 8.3: Off- Street Loading

Type of use	Required Off-Street Loading Spaces
Retail Business	1 space for each 20,000 square feet of gross floor area or fraction thereof
Wholesale and Industries	1 space for each 20,000 square feet of gross floor area or fraction thereof
Office and Institutions	1 space for each 50,000 square feet of gross floor area or fraction thereof (space not required for office development with less than 5,000 square feet in floor area)

8.14 On-Street Parking

On-street parking may be used to meet a portion of the minimum off-street requirements found in Section 8.4, subject to the following standards:

1. No more than 25% of the minimum off-street parking space requirement is met through the use of on-street parking.
2. Adequate on-street parking must be within 500 linear feet from the primary entrance to the proposed use.
3. The proposed development includes mixed uses or is located in an area where residential and non-residential uses are within 500 feet from one another.
4. There is no negative impact to existing or planned traffic circulation patterns.

8.15 Deferred Parking

An applicant may submit a request to defer the construction of up to 25% of the required number of minimum parking spaces specified in Section 8.4 if one of the following standards is met:

1. It is demonstrated that because of the location, nature, mix of uses, or by a Parking Demand Study that there is reasonable probability that the number of required parking spaces is not warranted.
2. The request is accompanied by a Reserve Parking Plan, which identifies an area reserved for future parking if needed with the appropriate number of spaces being deferred.
3. If ultimately developed, all deferred parking areas shall comply with all standards of this Ordinance that apply.

8.16 Minimum Driveway Throat Length

Driveway Throat Length: The driveway throat length is the distance from the street to the first point of conflict along the driveway. The entrance throat shall be of sufficient length to accommodate the length of queued vehicles outbound, free from any conflict points. There shall be at least a distance of 30 feet from the entrance right-of-way line to the beginning of the first aisle way or the first parking stall. The following table provides minimum driveway throat lengths for various sized retail establishments.

Table 8.4: Driveway Throat Lengths

Commercial Development Type	Minimum Driveway Throat Length (ft)
Stand Alone Sites and Shopping Centers < 25,000 sq ft	30 ft (about two car lengths)
Stand Alone Sites and Shopping Centers > 25,000 sq ft	80 ft (about five car lengths)
Shopping Centers > 200,000 sq ft	200 ft (about thirteen car lengths)

Figure 8.1: Driveway Maneuver

Vehicles entering the parking lot have room to maneuver without conflict.

