

CHAPTER 11. OFF-STREET PARKING AND LOADING REQUIREMENTS

11.1.1. Purpose and Scope

In order to relieve traffic congestion in the streets, to minimize any detrimental effects of off-street parking areas on adjacent properties, and to ensure the proper and uniform development of parking areas throughout the jurisdiction of the City, off-street parking and loading spaces for each land use shall be provided in accordance with the standards established in this Chapter. Nothing in this Chapter shall prevent the voluntary establishment of off-street parking and loading facilities in excess of the number required by this Part, provided that such facilities meet all minimum requirements of this Part and otherwise comply with this Ordinance.

11.1.2. Off-Street Parking Space Requirements

- (1) Parking spaces required: Permanent off-street parking spaces shall be provided as specified by this Section, (1) at the time a building is erected, (2) at the time any principal building is enlarged or increased in capacity, such as by adding dwelling units, guest rooms, seats, floor area, or other units of measurement used in Table 11.1.2, or (3) before conversion from one type of use or occupancy to another.

- (2) Certification: Each site plan which is submitted shall include information as to the number, location, and dimensions of all off-street parking and loading spaces and the means of ingress and egress to such spaces.

This information shall be in sufficient detail to indicate whether or not the requirements of this Chapter are met. In those cases where no site plan is required, the applicant must show that the number of parking spaces and the design and construction of all parking areas meet the requirements of this Part in order to receive a building permit.

- (3) Minimum number of required spaces: Each principal and accessory use of land shall be provided with at least the number of off-street parking spaces indicated for that use in Table 11.1.2. These requirements shall not apply, however, in the Central Business District or in the Fairgrounds Redevelopment Subdistrict. Any proposed use of a structure which the Building Official or Fire Marshall may determine to have an occupancy load which would generate a parking demand higher than that indicated by Table 11.1.2 or higher than the parking spaces available on the site, may be required to provide parking spaces based on a ratio of one space per three (3) persons in the occupancy established for the building.
- (4) Maximum number of parking spaces: Site plans shall not provide more than 10% over the minimum required parking spaces for the proposed uses.
- (5) Handicapped parking spaces: The required parking spaces shall include handicapped spaces according to the requirements of the currently adopted building code for number of spaces, dimensions, and signage.

TABLE 11.1.2.

REQUIRED OFF-STREET PARKING BY LAND USE PLAN

USES		PARKING SPACES REQUIRED
1	Adult Entertainment	1 per 100 sq. ft.
2	Aircraft Sales & Service	1 per 300 sq. ft.
3	Airport	As approved by the Airport Authority
4	Amusement Establishments	
	a. Theaters & Similar Fixed Seating Establishments	1 per 4 seats
	b. Bowling Alleys	4 per alley/lane
	c. All Other	1 per 200 sq. ft.
5	Animal Hospitals	1 per 300 sq. ft.
6	Animal Shelter	1 per 400 sq. ft.
7	Armory	1 per each 1½ employees (including enlistees)
8	Asphalt & Concrete Plants	1 per employee
9	Automobile Service Station & Repair	2 plus 3 per service bay
10	Building Materials & Supply	1 per 300 sq. ft.

USES		PARKING SPACES REQUIRED
11	Car Washes	1 per 300 sq. ft.
12	Caretakers' Residences	2 per unit
13	Catalog Sales, Showroom & Display	1 per 200 sq. ft.
14	Cemeteries & Mausoleum	1 per employee
15	Churches	1 per 4 seats in sanctuary
16	Clinic	1 per 200 sq. ft.
17	Clubs & Lodges (Civic & Fraternal)	1 per 4 seats in meeting hall
18	Coliseum & Stadiums	1 per 4 seats
19	Contractor Shop	1 per 400 sq. ft.
20	Convenience Store	1 per 200 sq. ft.
21	Convention Centers	1 per 200 sq. ft.
22	Country Club	1 per 3 seats in restaurant
23	Crematory	1 per employee
24	Day Care Center	1 per employee plus drop-off lane for at least 8 cars
25	Day Care Homes	3 per home plus a drop-off lane for at least 2 cars
26	Detention Center	1 per employee plus 1 space for each 20 prisoners
27	Dog Kennel	1 per 400 sq. ft.
28	Drug Store	1 per 200 sq. ft.
29	Farms	NR
30	Financial Establishments	1 per 200 sq. ft.
31	Flea Market, Indoor	1 per 200 sq. ft.
32	Flea Market, Outdoor	1 per 200 sq. ft. of display area
33	Forestry	NR
34	Furniture Sales and Showroom	1 per 1000 sq. ft.
35	Funeral Home	1 per 4 seats in chapel
36	Golf Courses	4 per green
37	Golf Driving Range	1 per 3 slots
38	Group Home	1 per employee
39	Guest Houses	2 per guest house plus 1 per sleeping room
40	Home Business	2 for residence & 1 for business
41	Hospitals	1 per 2 beds plus 1 per employee
42	Hotels and Motels	1 per sleeping room plus 1 for each 4 seats
43	Junkyard	NR
44	Laboratories Medical & Dental	1 per 300 sq. ft.
45	Laboratory, Research	1 per 500 sq. ft.
46	Libraries	1 per 300 sq. ft.
47	Life Care Community	0.5 per resident
48	Lumberyard-no millwork	1 per employee
49	Lumberyard and millwork	1 per employee
50	Machine Shop	1 per employee, plus 1 per 500 sq. ft.
51	Manufactured Bldg. used for non-residential purposes	Dependent on use
52	Manufacturing, Heavy	1 per 1.5 employees
53	Manufacturing, Light	1 per 1.5 employees
54	Mini Warehouses	1 per 300 sq. ft. of office area
55	Moving Service	1 per 300 sq. ft. of office area plus 1 per non-office employee
56	Museums	1 per 500 sq. ft.
57	Newspaper Publishing, Printing & Distribution	1 per 1.5 employees
58	Nursing Homes	0.25 per bed plus 1 per employee
59	Offices, Medical	1 per 200 sq. ft.
60	Offices, other than medical	1 per 300 sq. ft.
61	Parking Garages	NA
62	Parking Lots on Separate Lots	NA
63	Parks	As approved by Parks & Rec. Dept

USES		PARKING SPACES REQUIRED
64	Personal Care Homes	0.5 per 1 resident plus 1 per employee
65	Personal Service Establishment	1 per 200 sq. ft.
66	Plant Nursery & Greenhouse	1 per 300 sq. ft.
67	Post Offices	1 per 200 sq. ft.
68	Prosthesis & Medical Supplies	1 per 300 sq. ft.
69	Public Utility Facilities	1 per employee
70	Public Safety Stations	1 per 500 sq. ft.
71	Race Track	1 per 3 seats
72	Radio & TV Broadcasting Studio	1 per employee
73	Railroad	1 per employee
74	Recreation Centers	
	a. Swimming Pool	1 per 75 sq. ft. of pool area
	b. Tennis or Racquet Court	3 per court
	c. All other floor areas	1 per 250 sq. ft.
75	Recycling & Salvage Operations	1 per 500 sq. ft.
76	Recycling Drop-Off Stations	A drop-off lane for at least 2 cars
77	Rehabilitation Center	1 per 400 sq. ft.
78	Resource Extraction	1 per employee
79	Restaurants	1 per 3 seats
80	Residential	2 per dwelling unit
81	Retail Stores	1 per 200 sq. ft.
82	Schools	
	a. K-8	2.25 per classroom
	b. 9-12	1.5 per classroom plus 1 per 5 students
83	Shooting Range, Indoor	1 for each 2 slots
84	Shooting Range, Outdoor	1 for each 2 slots
85	Small Engine Repair	1 per 300 sq. ft.
86	Telecommunication Towers	NR
87	Tire Recapping	1 per employee
88	Trade School	2 per classroom plus 1 for every 2 students
89	Transportation Facilities	1 per 300 sq. ft.
90	Trucking Company	1 per employee
91	Truck, Heavy Equip., Farm Implement, Boats, Motorcycle & Mobile/Manufactured Home Sales & Service	1 per 300 sq. ft.
92	Vehicle Sales & Rental	1 per 300 sq. ft.
93	Warehousing & Distribution	1 per 1.5 employees
94	Warehouse storage in conjunction with retail uses	1 per 1,000 sq. ft.
95	Wholesale & Jobbing	1 per 500 sq. ft.
96	Woodworking & Cabinet Shops	1 per employee

- (5) Reduction in number of required spaces: As part of its review and approval of a site plan, the City Council or the Planning Committee or Planning and Development Department, whichever is responsible for final approval of the site plan, may reduce the number of parking spaces required by this Section up to ten percent (10%) upon finding that the reduced number of parking spaces will be sufficient to satisfy the demand for parking expected for the use, considering the nature of the use, the number of trips generated by the use, the times of day when the use generates the most trips, and the extent to which other establishments are located on the same property and may reduce the number of vehicle trips required between different establishments.
- (6) Reduction in number of required spaces/no site plan required: In cases where no site plan is required, or where a site plan previously approved by the City Council or Planning Committee remains in effect for the property, the Planning Committee may grant a variance from the requirements of Subsection (c) above only upon finding that the reduced number of parking spaces will be sufficient to satisfy the demand for parking expected for the use, considering the nature of the use, the number of trips generated by the use, the times of day when the use generates the most trips, and the extent to which other establishments are located on the same property and may reduce the number of vehicle trips required between different establishments, in addition to finding that the variance meets the general standards for variances set forth in Chapter 6, Part 1 of this Ordinance.
- (7) Timing of construction:
 - (a) Except as provided in subsection (b) hereof, all parking areas required under this Section shall be completed prior to the issuance of a certificate of occupancy for the use or uses which they serve.
 - (b) Provided the owner shall execute an agreement to complete the required parking within six (6) months of the date of occupancy of the building, the Building Official may authorize such an extension.

11.1.3. Shared Parking

The Building Official may approve shared parking as complying with this Ordinance and shall adopt a standard methodology for calculation of the number of spaces to be required.

11.1.4. Location and Design of Parking Areas/Stacking Lanes

- (1) All parking areas shall be located and designed so as to avoid undue interference with the use of public streets and alleys.
- (2) All areas used for access, maneuvering, standing, parking, or display of motorized vehicles, trailers, boats, recreational vehicles, or manufactured or mobile homes in commercial, industrial, medical, and multi-family residential zoning districts shall be hard surfaced with either Portland cement, asphalt, or asphaltic cement, maintained adequately for all-weather use, and so drained as to avoid the flow of water across sidewalks. Driveways in AO and R1E Districts and driveways on residential lots which meet R1E minimum dimensions may be surfaced with gravel or crushed stone.
- (3) Each parking area shall meet all applicable landscaping, screening, and buffering requirements set forth in Chapter 13, Part 2 of this Ordinance.
- (4) All parking areas shall be separated at least ten (10) feet from buildings, in order to allow room for sidewalks, landscaping and other plantings between the building and the parking area.
- (5) All landscaped areas that can be encroached upon by a motor vehicle shall be protected by a wheel stop constructed of Portland cement, appropriately anchored to the pavement, and set a minimum of two (2) feet back from the curb to restrict the destruction of landscape materials.
- (6) To the extent possible, parking areas should be located to the rear or side of the principal building, rather than between the building and the street.
- (7) All stacking lanes for day care centers shall be provided with either an on-site vehicle turnaround or separate points of ingress and egress.

11.1.5. Off-Site Parking

- (1) If some or all of the off-street parking spaces required by this Chapter cannot reasonably be located on the same lot as the principal use, then such spaces may be provided on land within four hundred (400) feet on the main entrance to such principal use, provided that:
 - (a) Such land is owned by the same person or persons as the principal use;
 - (b) Such land is not separated from the principal use by a major thoroughfare or collector street.

- (c) Such land is located in a zoning district within which the principal use would be allowed as a permitted or special use;
 - (d) Such land shall be used for no other purpose than to provide parking for the principal use;
 - (e) There is or will be a pedestrian walkway or sidewalk connecting the parking area to the use it serves.
- (2) In such cases, the applicant for a building permit or certificate of occupancy for the principal use shall submit, along with his or her application for such permit or certificate, a legal instrument, duly executed and acknowledged, which subjects and restricts the land to use for parking in connection with the principal use. Upon the issuance of a building permit or certificate of occupancy, he applicant shall register the legal instrument in the Chancery Clerk's Office.
 - (3) The restrictions of this Section shall not apply to those uses which share parking spaces pursuant to Section 11.1.3 above.

11.1.6. Minimum Dimensions of Parking Spaces, Aisles and Driveways

- (1) Dimensional Requirements of Parking Spaces and Stalls: For the purposes of this Section, a parking space shall not be less than eighty-six (86) inches by sixteen (16) feet, excluding all driveways, entrances and exits. Each space must be identified by striping and/or by concrete, or equivalent, wheel stops.
- (2) Dimensional Requirements for Parking Area Aisles: The minimum width of aisles between rows of parking stalls shall vary with the angle of parking-the wider the parking angle, the wider the aisle width required. The minimum aisle widths shall be as shown below, based on one-way or two-way traffic and the angle of parking. See chart below:

Table 11.1.6 Dimensional Requirements for Parking Area Aisles

	45°	50°	55°	60°	90°
1-way	13'	14'6"	16'	17'6"	20'
2-way	15'6"	17'	18'6"	20'	25'

- (3) Entrances and Exits (Driveways): Access to streets shall be controlled in accordance with the following requirements:
 - (a) Access barrier: Each development, except for single family homes and single family developments meeting the waiver

- requirements in Section 14.1.8, shall be physically separated from the adjoining street(s) by a curb or other suitable barrier to serve as a barrier against unchanneled motor vehicle ingress and egress. Except for the driveways permitted below, such barrier shall be continuous for the entire length of any lot line adjoining a street.
- (b) Number of driveways per lot: The number of driveways per non-residential lot shall be limited to one (1) wherever feasible and shall not exceed one (1) driveway for every one hundred (100) feet of street frontage or a fraction thereof. Corner lots located on major thoroughfares shall have access from the side street wherever possible to reduce the number of driveways along said major thoroughfares. A one-way pair entrance and exit shall be considered one (1) driveway. Parking lots shall be so designed so as to prevent vehicles from backing out onto any street, except for one (1) and two (2) family developments.
 - (c) Width of driveways: The width of any non-residential driveway shall not exceed thirty-five (35) feet nor be less than fifteen (15) feet. The Director of Planning and Development may authorize a width of up to fifty (50) feet where large trucks frequent the business and would otherwise experience difficulty entering and exiting the property.
 - (d) Distance between driveways: Minimum distance from street intersections. Driveways on the same lot, including one-way pairs shall be separated by a minimum of twenty-five (25) feet. For corner lots, the edge of the driveway shall be at least forty (40) feet from the right-of-way line of the intersecting street. Except in residential districts, driveways shall be a minimum of five (5) feet from the side property line however, a driveway serving adjoining businesses may be constructed over the side property line.
 - (e) Residential driveways: Residential lots may have more than one (1) driveway provided that the following conditions are met: The total width at street edge of driveways providing access to residential lots must not exceed twenty-five percent (25%) of the street frontage, and the total paved area of driveways in required front yards may not exceed twenty five-percent

(25%) of the square footage of the front yard area.

11.1.7. Loading Space Requirements

- (1) Number of required off-street loading berths. At least the number of berths specified in Table 11.1.7, depending on the gross floor area of the land use, shall be provided on the property. The developer should evaluate his own needs to determine if the use requires a greater number of spaces than that required by this section.

Table 11.1.7 Required Off-Street Loading Berths

Gross Floor Area (In square feet)	Minimum Number of Berths
Less than 40,000	1
40,000-100,000	2
100,000-160,000	3
160,000-240,000	4
240,000-320,000	5
320,000-400,000	6
Each 90,000 above 400,000	1

- (2) Minimum dimensions: Each loading berth required by this Section shall be at least twelve (12) feet wide and twenty-five (25) feet long, with at least fourteen (14) feet of overhead clearance. Each required loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles.
- (3) Waiver or modification of requirements: As part of its review and approval of a site plan, the City Council, the Planning Committee or the Planning and Development Department, whichever is responsible for final approval of the site plan, may waive or modify the requirements of this Section upon finding that the use does not require loading spaces of a number or size required by this Section, given the particular operational characteristics of the use and its need for the delivery or shipment of goods to and from the site.
- (4) Location and screening of loading area: To the maximum extent possible, all loading berths shall be located between building and the rear lot line of the property and/or shall be screened from the view of the street and adjacent properties. All loading areas shall meet the applicable landscaping, screening, and buffering requirements set forth in Chapter 13, Part 2 of this Ordinance. The details of such location and screening shall

be reviewed and approved as part of the site plan for the development.

- (5) No obstruction to street traffic: All loading spaces shall be so arranged as to prevent blockage of traffic, and, under no circumstances shall be located on a public street.

11.1.8 Vehicle display and storage areas

All areas used for access, maneuvering, standing, parking, or display of motorized vehicles, trailers, boats or recreational vehicles, whether for customer or business purposes, shall be hard surfaced with either Portland cement or asphalt maintained adequately for all-weather use, and so drained as to avoid the flow of water across sidewalks, except as follows:

- (1) Enclosed vehicle storage areas located to the rear of buildings with screening meeting the requirements of Section 13.2.4(3) of the Development Code.
- (2) Storage areas located in side or rear yard areas and used primarily for display and storage off off-road construction equipment.