

Article 10: Parking Regulations

Section 10.01: Purpose

The purpose of this Article is to require adequate on-premise parking for all developments in the City’s jurisdiction, and to establish uniform design standards for parking spaces, aisles, and access ways.

Section 10.02: Off-street Parking Required

- (A) All developments in all zoning districts, except the B-2 district, shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.
- (B) Developments in the B-2 district shall be exempt from providing any off-street parking. Any off-street parking that is provided in the B-2 zoning district shall comply with the requirements set forth in this Ordinance except the requirements for number of spaces set forth in subsection (D) below and loading and unloading areas set forth in Sections 10.13.
- (C) The presumptions established by this Article are that: (i) a development must comply with the parking standards set forth in subsection (D) to satisfy the requirement stated in subsection (A), and (ii) any development that does meet these standards is in compliance. However, Table 10-A is only intended to establish a presumption and should be flexibly administered, as provided in Section 10.04.
- (D) The City Council recognizes that Table 10-A cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered, the permit-issuing authority shall hereby be authorized to determine the parking requirements using the following table as a guide.

Table 10-A: Parking Spaces Required by Use Type		
Classification	Use Type	Number of Spaces Required
Residential	Single-family detached dwelling; single-family semi-detached dwelling	Not regulated
	Single-family attached dwelling; duplex; multi-family dwelling	1.5 spaces for one bedroom units; 2 spaces for two or more bedroom units; 1 space for units designated for elderly or low income.
	Group care home; intermediate care home; handicapped or infirmed home; nursing care home; child care home or similar use	3 spaces for every five beds except for uses exclusively serving children under 16, in which case 1 space for every three beds shall be required
Transient Accommodation	Hotel; motel; bed and breakfast inn	1 space per room available for rent
	Rooming house; boarding house	1 space per bedroom
Public Assembly	Religious institution	1 space per five seats in the main assembly area
	Theater; auditorium; similar use involving public assembly;	1 space per four seats
Office	Financial institution	1 space per 200 square feet of gross floor area
	Doctors office; dentist office	1 space per 200 square feet of gross floor area

Table 10-A: Parking Spaces Required by Use Type		
Classification	Use Type	Number of Spaces Required
	Professional or business office space not otherwise listed herein.	1 space per 300 square feet of gross floor
Institutional	Hospital	3 spaces per patient bed
	Nursing care institution; intermediate care institution; handicapped institution	1 space per three patient beds
	Congregate living facility; assisted living facility	1 space per unit
	Adult day care; child day care	1 space per 200 square feet of gross floor area
Educational	Primary and elementary educational facility	2 spaces per classroom/administrative office
	High school	5 spaces per classroom
	Trade or vocational school	1 space per 100 square feet of gross floor area
	College or university	1 space per 150 square feet of gross floor area
Sales	Retail sales and service (high volume traffic generator)	1 space per 200 square feet of gross floor area
	Retail sales and service (low volume traffic generator)	1 space per 400 square feet of gross floor area
	Wholesale distribution operation	1 space per 400 square feet of gross floor area
Industrial	Manufacturing and production operation	1 space per 400 square feet of gross floor area
	Light industrial service operation	1 space per 400 square feet of gross floor area
Personal Service	Funeral home; mortuary	1 space per 100 square feet of gross floor area
	Personal service establishment (beauty shop; barber shop; laundromat; dry cleaner or similar use)	1 space per 200 square feet of gross floor area
Vehicular Service	Service station; motor vehicle repair and service	2 spaces per service bay
	Automated and self-service carwashes	Conveyer type: 1 space for every three employees on the maximum shift plus spaces equal to five times the capacity of the washing operation. Self-service type: 2 spaces for drying and cleaning purposes per stall plus two spaces in front of each stall.
Entertainment	Indoor entertainment or recreation facility	1 space for every three persons the facility is designed to accommodate at maximum capacity plus 1 space per 200 square feet of gross floor area not applicable to such activities
	Outdoor entertainment or recreation facility	1 space per 200 square feet of area within enclosed building, plus 1 space for every three persons that the facility is designed to accommodate at maximum capacity
	Bar; nightclub; tavern	1 space per 100 square feet of gross floor area

Table 10-A: Parking Spaces Required by Use Type		
Classification	Use Type	Number of Spaces Required
Other	Restaurant	1 space per three seats
	Library; museum; community center; civic or fraternal organization	1 space per 300 square feet of gross floor area

Section 10.03: Queuing Lanes

In addition to the number of spaces required in Section 10.02 (D), developments that provide drive-thru services shall provide queuing lanes to accommodate the stacking of vehicles. An area eight (8) feet in width by sixteen (16) feet in width shall be reserved for each car length required in Table 10-B below.

Table 10-B: Spaces in Queuing Lanes	
Use	Number of Car Lengths
Restaurant	6 car lengths
Financial Institution	4 car lengths per window or automated teller
Dry Cleaner	4 car lengths per window
Car Wash	3 car lengths per wash bay
Retail Establishment	4 car lengths per window

Section 10.04: Flexibility in Administration Required

- (A) The City Council recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth in Section 10.02 (D) may result in a development either with inadequate parking spaces or parking spaces far in excess of its needs. Therefore, the permit-issuing authority may permit deviations from the presumptive requirements of Section 10.02 (D) and may require more parking or allow less parking whenever it finds that such deviations are more likely to satisfy the standards set forth in Section 10.02 (A).
- (B) Whenever the permit-issuing authority allows or requires a deviation from the presumptive parking requirements set forth in Section 10.02 (D), it shall enter on the face of the permit the parking requirement imposed and the reasons for allowing or requiring the deviation.

Section 10.05: General Design Requirements

- (A) Unless no other practicable alternative is available, off-street parking areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement shall not apply to parking areas consisting of driveways that serve one or two-family dwelling units.
- (B) Off-street parking areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
- (C) Every off-street parking area shall be designed so that vehicles cannot extend beyond the perimeter of such areas onto adjacent properties or public rights-of-way. Such areas shall also be

designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

- (D) Every off-street parking space shall be arranged so that any vehicle may be moved into and out of such space without moving another vehicle.
- (E) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

Section 10.06: Parking Space Dimensions

- (A) Subject to subsections (B) and (C) below, each parking space shall consist of a delineated rectangular area eighteen (18) feet in length and nine (9) feet in width.
- (B) In off-street parking areas containing ten (10) or more parking spaces, up to twenty (20) percent of the parking spaces may be reserved for compact vehicles. Parking spaces reserved for compact vehicles shall consist of a delineated rectangular area fifteen (15) feet in length and seven and one half (7.5) feet in width. Such parking spaces shall be conspicuously designated as reserved for compact vehicles only.
- (C) Off-street parking spaces intended for parallel parking shall consist of a delineated rectangular area twenty-two (22) feet in length and nine (8) feet in width.

Section 10.07: Aisle and Driveway Widths

- (A) Aisle widths in off-street parking areas shall conform to minimum requirements set forth in Table 10-C below.

Table 10-C: Minimum Aisle Width (in feet)					
	Parking Space Angle Relative to Aisle				
	0 (parallel)	30°	45°	60°	90°
One-way traffic flow	12	12	14	18	22
Two-way traffic flow	20	22	22	22	22

- (B) Driveways shall be a minimum of twelve (12) feet in width for one-way traffic and a minimum of eighteen (18) feet in width for two-way traffic, provided however driveways twelve (12) feet in width shall be permissible for two-way traffic when the driveway does not exceed fifty (50) feet in length; such driveway provides access to not more than six (6) parking spaces; and sufficient turning space is provided so that vehicles need not back into a public street.

Section 10.08: Off-street Parking Surfaces

- (A) Off-street parking areas shall be graded and surfaced with asphalt, concrete, or similar materials that provide equivalent protection against potholes, erosion, and dust.
- (B) The paving surface shall have the parking stalls, loading, and unloading zone, fire lanes, and any other applicable designations delineated in white or yellow paint.
- (C) Off-street parking areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, off-street parking areas shall be kept in good condition (ie. free from potholes), and parking space lines and markings shall be kept clearly visible and distinct.

Section 10.09: Wheel-stop Requirements

Wheel-stops shall be required in all parking spaces that abut sidewalks that are less than six (6) feet in width and all parking spaces that abut landscape areas where such parking area does not contain curbing. Wheel-stops shall be located thirty (30) inches on center from the front of the parking space. Wheel-stops shall be a minimum of four (4) inches in height and shall have the capacity to stop both wheels of a vehicle.

Section 10.10: Joint Use of Required Parking Spaces

- (A) One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.
- (B) Certain adjacent developments or businesses may be permitted to make joint utilization of the required parking spaces provided the peak hours of attendance of one use is during the time the adjacent use is not in operation. Such situations may include but shall not be limited to religious institutions, theaters, or assembly halls where the peak hours of attendance are at night or on Sundays, and the adjacent use is closed at night or on Sundays.
- (C) If the characteristics of adjacent uses utilizing shared parking change to where the hours of peak operation are the same, the total required number of parking spaces for each use shall be installed to meet the standards set forth herein.
- (D) If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 10.11 shall also be applicable.

Section 10.11: Satellite Parking

- (A) If the number of off-street parking spaces required by this Ordinance cannot reasonably be provided on the same lot where the principal use associated with such parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. Such off-site spaces shall be referred to in this section as satellite parking spaces.
- (B) All such satellite parking spaces (except spaces intended for employee use) shall be located within four hundred (400) feet of a public entrance of a principal building housing the use associated with such parking, or within four hundred (400) feet of the lot on which the use associated with such parking is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance.
- (C) The developer wishing to take advantage of the provisions of this section shall present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgement that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces.

Section 10.12: Special Provisions for Lots with Existing Buildings

Notwithstanding any other provisions of this Ordinance, whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this Ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the parking requirements set forth in Section 10.02, that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of Section 10.02 to the extent that (i) parking is practicably available on the lot where development is located, and (ii) satellite parking space is reasonably available as provided in Section 10.11. However, if satellite parking subsequently becomes reasonably

available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer obtains satellite parking when it does become available.

Section 10.13: Loading and Unloading Areas

- (A) Subject to subsection (E), whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area shall be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.
- (B) The loading and unloading area shall be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. Table 10-D below indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard. The minimum dimensions per space shall be twelve (12) feet by fifty-five (55) feet, and an overhead clearance of fourteen (14) feet from street grade shall be required.

Table 10-D: Required Loading Spaces	
Gross Leaseable Building Area	Number of Spaces
1,000 to 19,999	1
20,000 to 79,999	2
80,000 to 127,999	3
128,000 to 191,000	4
192,000 to 255,999	5
256,000 to 319,999	6
320,000 to 391,999	7
392,000 or more	8 plus 1 for each additional 72,000 square feet.

- (C) Loading and unloading areas shall be so located and designed that the vehicles intended to use such areas can (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.
- (D) No area allocated to loading and unloading facilities shall be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.
- (E) Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of this Ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.