

## CHAPTER 10: PARKING AND FIRE LANES

### Division 10.1: Parking

#### **Sec. 10.100      Parking Regulations, in General**

These regulations require off-street parking and loading facilities proportional to the need created by each use in order to ensure functionally adequate, aesthetically pleasing, and secure off-street parking and loading facilities. Development regulations and design standards are intended to ensure the usefulness of parking and loading facilities, protect the public safety, and, where appropriate, to mitigate potential adverse impacts on adjacent land uses.

#### **Sec. 10.101      Basic Regulations - Vehicle Parking (*Amended Nov. 4, 1996*)**

- (a) Off-street parking facilities shall be provided for any new building constructed and for any new use established. Off-street parking facilities shall be provided for any addition or enlargement of an existing building or use, or any change of occupancy or manner of operation that would result in additional parking spaces being required, provided that the additional parking shall be required only for such addition, enlargement, or change.
- (b) Existing facilities being used for off-street parking shall not be reduced in capacity to less than the number of spaces then required by this Code, or altered in design or function to less than the minimum standards then prescribed by this Code.
- (c) Parking facilities constructed or substantially reconstructed, whether or not required, shall conform to the Design Standards in effect at the times as set forth in Section 10.108 as amended from time to time.
- (d) All required parking facilities shall be maintained for the duration of the use requiring such areas. Such facilities shall be used exclusively for the temporary parking of passenger automobiles, motor vehicles, or light trucks not exceeding one ton in capacity, and shall not be used for the sale, display, or storage of merchandise, or for the storage or repair of vehicles or equipment.
- (e) All required parking facilities shall be located on the same site as the use for which such facilities are required.
- (f) No use shall be required to provide more spaces than prescribed by these regulations.
- (g) Except for residential areas, head-in parking adjacent to a public street or driveway is prohibited. In addition, head-in parking shall be prohibited where, in the judgment of the City, it may endanger the public health, safety and welfare.
- (h) deleted 6/10/2008
- (i) No parking facility shall be located and no parking shall be permitted between the front and side of the building and the front and side setback lines on property located in an O-Neighborhood Office District.
- (j) Parking next to or against buildings is prohibited.

**Sec. 10.102 Schedule of Off-street Parking Requirements (Amended 03/21/00)**

- (a) Parking facilities for each use shall be provided in accord with the minimum requirements prescribed in Table 1.
  - (1) Where the application of Table 1 results in a fractional requirement, a fraction of 0.5 or greater shall be resolved to the higher whole number.
  - (2) For purposes of this Section, requirements shall be based on gross floor area unless specific designations exist based on rooms, units, seat or person capacity, but shall not include enclosed or covered areas used for off-street parking or loading.
  - (3) Where requirements are established on the basis of seats or person capacity, the Uniform Building Code provisions applicable at the time of determination shall be used to define capacity.

**TABLE 1**

**OFF STREET PARKING REQUIREMENTS**  
(All requirements based on gross square feet)

ZONING DISTRICTS	MINIMUM OFF-STREET PARKING
SF	2 Spaces per dwelling unit plus ½ parking space per bedroom
O	1 space per 300 square feet of floor area
NC and HC except medical-related services, veterinary services, restaurants, and day care facilities	1 space per 250 square feet of floor area
Medical-related services	1 space for each 300 square feet of floor area
Day Care Services	1 space per teacher, administrator and day care support and staff
Residential Inn	For the 50 rooms, a minimum of 1.25 parking spaces per room. Each room thereafter must provide a minimum of 1 space per room. In the event the Residential Inn includes a restaurant, bar, and/or assembly room(s), off street parking as specifically outlined for such use shall be in addition to the parking requirements outlined above.
Veterinary services	1 space per 500 square feet of floor area
Restaurants	1 space per 3 person capacity
GUI: Government building	1 space per 300 square feet of floor area
Schools	1 space per teacher, administrator, and support staff
Churches	1 space per 3 person capacity

**Sec. 10.103 Parking for Compact Cars**

In each parking facility of 30 or more spaces, a maximum of 10 percent (10%) of the spaces may be designed and reserved for small or compact cars. Spaces for compact vehicles shall be located in a manner affording desirability and use ability equivalent to standard spaces. Compact parking spaces shall be located in groups of not less than 5 contiguous spaces, and shall be identified by appropriate directions and markings.

**Sec. 10.104 Handicapped Facilities**

In each parking facility, a portion of the total parking spaces should be specifically designed, located, and reserved for vehicles licensed by the State for use by the handicapped, according to the following schedule:

<u>Total Spaces</u>	<u>Minimum Number of Handicapped Spaces Required</u>
19 or less	1
20-50	2
51-100	3
101-150	4
151 or greater	2% of total in excess of 50 or ADA requirements, whichever are more restrictive

**Sec. 10.105 Bicycle Parking**

- (a) Off-street parking for bicycles for each use except residential shall be provided with a minimum 5% of vehicle parking spaces.
- (b) Type, Size and Location of Spaces.
  - (1) Bicycle spaces shall be racks or lockers anchored so that they cannot be easily removed. Each space allocated for this kind of parking shall be a minimum of 2 feet wide and 6 feet long. Bicycle parking facilities shall be a bike rack with the ability for the user to lock one wheel and the frame, with the user providing the chain and lock.
  - (2) The location of the bicycle facility shall be at least as convenient as the most convenient auto parking and as close to the desired entrances as possible without interfering with pedestrian traffic.

**Sec. 10.106 Basic Regulations - Off-street Loading**

- (a) Off-street loading facilities shall be provided for any new building constructed and for any new use established. Off-street loading facilities shall be provided for any addition or enlargement of an existing use, or any change of occupancy or manner of operation that would result in additional

loading space being required, provided that the additional loading space shall be required only for such addition, enlargement, or change.

- (b) Facilities being used for off-street loading on the date of this Chapter is adopted shall not be reduced in capacity to less than the number of spaces prescribed, or altered in design or function to less than the minimum standards prescribed.
- (c) All required loading facilities shall be maintained for the duration of the use or building requiring such facility, and shall be used exclusively for the purpose of loading and unloading goods, materials, and supplies, and shall not be used for the sale, display, or storage of merchandise, or for the storage or repair of vehicles or equipment.

**Sec. 10.107 Schedule of Off-street Loading Requirements**

- (a) Off-street loading facilities for each use shall be provided in accord with the minimum requirements prescribed in Table 2.

**TABLE 2**

<u>Sq. Feet Floor Area</u>	<u>Off Street Loading Spaces (min. 12 X 45)</u>
Under 10,000	0
10,000 - 50,000	1

- (1) For purposes of this Section, requirements shall be based on gross floor area, but shall not include enclosed or covered areas used for off-street parking or loading.
- (2) Where mixed uses or multiple occupancies are located in the same building, or are situated on the same site in such a manner that all uses can be equally and conveniently served by a common loading space, the schedule may be applied to the entire building and to the combination of buildings or uses so situated, in lieu of application of the schedule to each individual use or occupancy. For this purpose, the schedule applicable to the use having the greatest requirement shall be utilized.
- (3) For purposes of this Section, each two square feet of exterior site area used by commercial uses shall be considered equivalent to one square foot of enclosed area.

**Sec. 10.108 Design Standards (Amended Nov. 4, 1996)**

- (a) Standards. Design standards are established by this Section to set basic minimum dimensions and guidelines for design, construction, and maintenance of parking and loading facilities.
- (b) Parking and loading space dimensions. The following basic dimensions shall be observed for parking spaces and loading spaces.

- (1) Each standard parking space shall consist of a rectangular area not less than 9.0 feet wide by 18.5 feet long. Each compact parking space shall consist of a rectangular area not less than 7.5 feet wide by 15.0 feet long. Each space shall have a vertical clearance of not less than 7.5 feet. Each space shall be independently accessible.
  - (2) Each parking space designated for use by the handicapped shall consist of a rectangular area not less than 13.0 feet wide by 18.5 feet long, with a vertical clearance of 7.5 feet, shall be located in an area not exceeding a 2-percent slope, and shall be located near and convenient to a level or ramped entrance accessible to handicapped persons. Parking spaces for the handicapped shall be signed and restricted for use by the handicapped only.
  - (3) Each off-street loading space shall consist of a rectangular area not less than 12 feet wide and 45 feet long, with a vertical clearance of not less than 15 feet.
  - (4) Each parking and loading space shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, and shall at all times have access to a public street or alley.
  - (5) Each loading zone shall have a minimum design outside turning radius of 45 feet and a minimum inside turning radius of 19 feet and 2 inches.
- (c) Parking facility design. Minimum parking facility design standards are illustrated in Table 3. Additional supplemental guidelines and standards for parking facility design, internal layout, acceptable turning radii and pavement slope, vehicular and pedestrian circulation, and other design features may be adopted by ordinance of the Council.

**TABLE 3**

**MINIMUM PARKING FACILITY STANDARDS**

A	B	C	D	E	F
<u>Angle of Parking (Degrees)</u>	<u>Width of Stall</u>	<u>Depth of Stall 90 Degrees to Aisle</u>	<u>Width of Aisle</u>	<u>Width of Stall Parallel to Aisle</u>	<u>Module Width</u>
Standard Parking Spaces					
30	9.0	17.3	12.5	18.0	47
30	9.5	17.8	12.5	19.0	48
30	10.0	18.3	12.5	20.0	49
45	9.0	17.5	12.5	12.7	48
45	9.5	17.5	12.5	13.4	48
45	10.0	17.5	12.5	14.1	48
60	9.0	19.0	16.0	10.4	54
60	9.5	19.0	15.0	11.0	53
60	10.0	19.0	15.0	11.6	53
75	9.0	19.5	23.0	9.3	62
75	9.5	19.5	22.0	9.8	61
75	10.0	19.5	22.0	10.3	61
90	9.0	18.5	26.0	9.0	63
90	9.5	18.5	25.0	9.5	62
90	10.0	18.5	25.0	10.0	62
Compact Parking Spaces					
30	7.5	14.0	12.5	15.0	41
45	7.5	15.9	13.0	10.6	45
60	7.5	16.7	18.0	8.7	52
75	7.5	16.4	18.0	7.8	51
90	7.5	15.0	18.0	7.5	48
Parallel Parking Spaces					
0	8.5	8.5 (width)	12.5	22.0	30 (length)

- (d) **PARKING FACILITY STANDARDS:** In accordance with the landscaping provisions of this Code, planting zones shall be provided which utilize design and landscaping concepts within the area where vehicles are parked to enhance the visual attractiveness of the parking area and to reduce the amount of heat and other adverse conditions which occur in parking lots.
- (e) **PARKING LOTS:**
- (1) For Districts zoned O, NC, or HC, all parking lots for 10 or more cars shall provide for safe pedestrian access from car to destination, and vice versa. Parking lots shall be designed and constructed with origin-destination routes and sensible pedestrian pathways. Parking areas up to 2 parking bays (maximum of 10 cars per bay) deep shall be located perpendicular to the final destination. If additional parking bay sets (up to 2 bays per set) are required, they shall be positioned at an angle (minimum of 20 degrees) to adjacent bays. Sidewalks shall be installed between parking bays.
  - (2) All parking lots for 10 or more cars shall have sidewalks or planter strips to lead pedestrians from their cars to shopping or business areas. Sidewalks or planter strips shall be placed in front of all parking spaces.
  - (3) If sidewalks are provided, they shall be a minimum of 5.5 feet wide or meet minimum ADA requirements, whichever are more restrictive, and allow for auto overhang of 15-inches on each side. Parking bay sidewalks shall contain attractive bench or seating/resting areas (minimum of one bench or seating/resting area per 50 parking spaces). Bench or seating/resting areas shall contain shade trees or other vegetation meeting the City's Landscape Code. Bench/seating areas shall contain litter receptacles and shall be continuously maintained by the owner.
  - (4) In lieu of parking lot sidewalks, planter strips shall be provided as informal pedestrian walkways and to shade and screen cars. Planter strips shall be a minimum of 5.5-feet wide, shall be planted with trees meeting the landscape provisions of this Code, and shall contain bench or seating/resting areas (minimum of one bench or seating/resting area per 50 parking spaces).
  - (5) Parking lot sidewalks and planter strips shall be designed to integrate with lighting requirements to provide for pedestrian safety and visual appearance.

Parking Illustration. See Table 1.

- (f) Paving and drainage. The following basic standards shall be observed:
- (1) In all districts, parking and loading facilities shall be surfaced and maintained with asphaltic, concrete, or other permanent hard surfacing material sufficient to prevent mud, dust, loose material, and other nuisances. Materials may be pervious.
  - (2) All parking and loading facilities shall be graded and provided with permanent storm drainage facilities, meeting the construction specifications set by the City. Surfacing, curbing, and drainage improvements shall be sufficient to preclude free flow of water onto adjacent properties or public streets, and to provide adequate drainage.
- (g) Safety features. Parking and loading facilities shall meet the following standards:
- (1) Safety barriers, protective bumpers or curbing, and directional markers shall be provided to assure safety, efficient utilization, protection to landscaping, and to prevent encroachment onto adjoining public or private property.
  - (2) Visibility of and between pedestrians, bicyclists, and motorists shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility.
  - (3) Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accord with accepted principles of traffic engineering and traffic safety.
- (h) Lighting. Lights provided to illuminate any parking facility or paved area shall, to the maximum extent feasible, be designed to reflect away from any residential use. See Table B following section 51 of this Code.
- (i) Fencing and Screening. A parking facility in any nonresidential district which adjoins or abuts property in a residential district shall have a wall or fence or vegetation screen not less than 4 feet in height located for the length of the common boundary.
- (j) Noise. Areas used for primary circulation, for frequent idling of vehicle engines, or for loading activities shall be designed and located to minimize impacts on adjoining properties, including provisions for screening or sound baffling. See Table C following section 51 of this Code.
- (k) Maintenance. All parking and loading facilities shall be maintained to assure desirability and usefulness of the facility. Such facilities shall be maintained free of refuse, debris, or other accumulated matter and shall at all times be available for the off-street parking or loading use for which they are required or intended.
- (l) Adjustments. For a use or a site subject to Site Plan Review or a Special Use Permit, the minimum requirements of this Section may be adjusted in their application, provided such change is determined by the Council to provide improved design,

usability, attractiveness, and protection to adjoining uses, in a manner equal to or greater than the specific requirements of this Section.

- (m) Striping. Crosswalk lines shall be painted on the surface of the parking lot from handicapped parking areas to the building. Crosswalk lines shall be solid white lines, marking both edges of the crosswalk. They shall be not less than six (6) inches in width and should be spaced less than six (6) feet, but more than four (4) feet apart. For added visibility, the area of the crosswalk may be marked with white diagonal lines at a forty-five degree angle or with white longitudinal lines at a ninety degree angle to the line of the crosswalk. These lines should be approximately twelve inches to twenty-four inches wide and spaced twelve inches to twenty-four inches apart. Warning signs should be installed to notify drivers that the crosswalk areas may be used by persons with disabilities.

## **Division 10.2: Fire Lanes**

### **Sec. 10.200 Purpose**

The requirement that Fire Lanes be established in certain parking areas and the enforcement of restrictions on parking in such Fire Lanes established in this Chapter are designed to ensure adequate access to commercial, office, multi-family, and other high density use facilities by fire-fighting and other emergency vehicles.

### **Sec. 10.201 Basic Regulations**

- (a) A Fire Lane shall be provided in any off-street parking facility constructed or reconstructed subsequent to the effective date of this Chapter, when such parking facility is required by the zoning provisions of this Code to include five or more parking spaces.
- (b) Whenever a person or entity applies for a building or construction permit for construction that will necessitate the provision of a fire lane according to the terms of this Chapter, such person or entity shall include in all plans and specifications submitted to the City Council the location and dimensions of all proposed fire lanes required by this Chapter.
- (c) City Council approval of any proposed fire lane required by this Chapter shall be based on the adequacy of access to structures on the subject property provided by the proposed fire lane. A fire lane may be provided in an off-loading roadway on the subject property in lieu of providing a fire lane in a parking facility, if the City Council, in its discretion, determines that the off-loading roadway provides adequate access by emergency vehicles to structures on the subject property.
- (d) All required fire lanes shall be delineated by a red stripe on the pavement marking the outside boundary from the curb of the fire lane. In addition, signs shall be conspicuously placed along the curb nearest the fire lane indicating the existence of the fire lane, and indicating that parking therein is prohibited.

**Sec. 10.202     Variances**

All requests for a variance from the requirements of this Chapter must be submitted in writing to the City Council. The City Council may authorize a variance from the requirements imposed by this Chapter when, in its opinion, undue hardship will result from requiring strict compliance or when alternative compliance will satisfy the purpose of this Chapter.