

Chapter 5: Site, Development, and Operational Standards

Article E: Off-Street Parking and Loading

Sections:

- 9-5E-1 Purpose
- 9-5E-2 Applicability and Permit Requirements
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9-5E-1 Purpose

This article establishes standards for the development (including amount and location) of motor vehicle parking, bicycle parking, and on-site loading areas. The purpose of the standards is to provide for safe vehicular parking, vehicular circulation, and loading supportive of a variety of uses in an increasingly pedestrian- and bicycle-friendly and transit-oriented community.

9-5E-2 Applicability and Permit Requirements

A. Applicability

The provisions of this article shall apply to new development and reuse of existing development. Every use shall have appropriately maintained off-street parking and loading areas in compliance with the standards and requirements of this article. A new use or structure shall not be occupied until the requirements of this article are satisfied.

B. Permit Requirements

New parking lots and modifications or expansions to existing parking lots require the following permits:

1. **Building Permit.** New parking lot design and modifications to existing parking lots in conjunction with a substantial change in use to an existing structure shall be reviewed in conjunction with the building permit and any other land use or development permit required for the project.
2. **Zoning Clearance.** Modification or improvement to an existing parking lot that impacts the parking space layout, configuration, number of stalls, landscape planters, etc., shall require zoning clearance to authorize the change as consistent with the zoning code, concurrent with any required improvement plan approvals.

C. Exempt Activities

The parking lot improvements listed below are considered minor in nature, meaning that they do not alter the number or configuration of parking stalls. Such improvements shall be exempt from permit requirements and the requirements of this title.

1. Repairing any defects in the surface of the parking area, including holes and cracks;
2. Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces;

3. Repairing or replacing in the same location damaged planters and curbs; and
4. Working in landscape areas, including sprinkler line repair, replacement of landscape materials, or refurbishment.

9-5E-3 General Parking Regulations

A. Calculations

1. If the calculation for parking needs results in the requirement for a fraction of a parking space, the value shall be rounded to the nearest whole number.
2. Seating capacity shall be based upon the actual number of seats or one (1) seat per eighteen inches (18") of bench or pew length and one (1) seat per twenty-four inches (24") of booth length for dining.

B. General Requirements

1. All vehicular parking areas shall be maintained by the owner of the property, such as being kept free of damage to asphalt or concrete surface, damage to landscape areas or curbing, garbage and debris.
2. Required off-street parking spaces and parking areas shall be used only for parking operable vehicles of residents, employers, employees, customers, and visitors as appropriate to the allowed uses of the applicable zone.
3. Required off-street parking space shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting business or sale of vehicles other than authorized dealerships. Parking spaces not needed to meet the minimum requirement may be used for alternative uses subject to the provisions of this title (e.g., temporary use permit, permanent or semi-permanent display of merchandise).
4. No sales, storage, repair work, dismantling, or servicing of any kind shall be permitted in parking spaces without necessary permits for such use.
5. All required off-street parking shall be kept clear of temporary or permanent obstructions.
6. Existing parking shall not be reduced below the minimum requirements of this section.
7. Living, sleeping, or housekeeping in any vehicle, trailer, or vessel is prohibited, with the following exceptions:
 - a. In residential districts, occupancy shall be permitted by right for a maximum of seventy two (72) hours. A longer period may be permitted upon approval from the police department.
 - b. In commercial districts, a maximum of seventy two (72) hours is permitted, provided on-site security is provided.
8. For residential tenant and guest parking, the spaces must be marked per the required minimum standards for tenant and guest parking.

C. Location Requirements for Parking Areas

1. Parking may not occur within any required clear visibility area as defined by this title.

2. Parking spaces shall not preclude direct and free access to stairways, walkways, elevators, any pedestrian accessway, or fire safety equipment. Such access shall be a clear minimum width of forty-four inches (44"), no part of which shall be within a parking space.
3. For single-family homes, duplexes, triplexes, and similar uses, parking shall be provided on the same lot as the home and shall not be located within the required setbacks, except for approved driveways and carports as allowed by section 9-5A-8 (residential accessory structures). The required parking shall not be located within the required yard area.
4. For multi-family residential, parking shall be provided within two hundred feet (200') of the unit(s) they intend to serve.
5. For nonresidential uses, parking shall be located outside of required landscape areas as required by section 9-5D1-2 (landscaping standards). Parking shall be located on the same parcel as the uses served, except that parking may be located on a parcel adjacent to, or within five hundred feet (500') of, the use served. In such cases, a permanent covenant shall be recorded on the subject properties with the Kings county recorder guaranteeing that the required parking would be maintained exclusively for the use or activity served. The agreement shall be approved by the planning director in a form approved by the city attorney, and a copy shall be filed with the planning department.
6. Parking within the downtown and mixed-use districts shall be located as required in chapter 9-6 (downtown development standards) and chapter 9-7 (mixed use development standards).

9-5E-4 Required Off-Street Parking

A. Minimum Requirements

Minimum vehicle and parking space requirements are listed in table 9-5E-4-A1 (required minimum parking ratios). Where there is more than one parking ratio listed in the table, the greater of the two applies. Where the parking ratio is listed based upon square feet, it shall mean the gross square feet of the building (including public and private areas).

B. Not Considered Parking

For the purpose of calculating parking ratios, the following types of parking are considered outdoor storage and are not considered parking:

1. Fleet vehicle and equipment parking; and
2. Parking for vehicles that are for sale, lease, or rent.

C. Provision of Excessive Parking

Parking areas that exceed minimum vehicle parking requirements by more than one hundred twenty-five percent (125%) shall demonstrate how the property can be developed in the future to utilize the additional parking areas for structures, landscaping, plazas, or other active use.

D. Similar Use

For a use not listed in table 9-5E-4-A1 (required minimum parking ratios), the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the planning director.

E. Parking Requirements in Downtown Mixed Use Districts

In the downtown mixed-use zoning districts (DMX-1, DMX-2, and DMX-3), parking shall be provided as established in chapter 9-6 (downtown development standards), rather than as provided in table 9-5E-4-A1. Parking lot design and construction shall be as provided in this article.

TABLE 9-5E-4-A1 – REQUIRED MINIMUM PARKING RATIOS

Land Use	Vehicle Parking
Residential Uses	
Caretaker Housing	1 per bedroom
Child Day Care Facility – Family Day Care Home, Large	1 additional
Child Day Care Facility – Family Day Care Home, Small	0 additional
Dwelling, Multi-Family	
Studio and one bedroom	1.5 per unit
Two and more bedrooms	2 per unit
+ Guest parking	0.5 per unit
Dwelling, Second Unit	None beyond primary dwelling
Dwelling, Single-Family	2 per unit
Dwelling, Two-Family	2 per unit
Group Residential	None beyond single-family
Home Occupation	No additional beyond dwelling
Live-Work Facility	2 per unit (+0.5 for guests)
Mobile Home Park	2 per unit
Recreational Vehicle Parks	2 per unit
Residential Care Facility	1 per 4 beds
Residential Care Home	1 per 4 beds
Single-Room Occupancy (SRO) Facility	0.5 per unit
Supportive Housing	1 per 4 beds
Transitional Housing	1 per 4 beds
Agricultural and Animal-Related Uses	
Animal Sales and Grooming	3.5 per 1,000 sf
Equestrian Facility, Commercial	1 per 4 stables
Equestrian Facility, Hobby	0
Kennel	3.5 per 1,000 sf
Veterinary Facility	3.5 per 1,000 sf

TABLE 9-5E-4A1 – REQUIRED MINIMUM PARKING RATIOS

Land Use	Vehicle Parking
Recreation, Resource Preservation, Open Space, Education, and Public Assembly Uses	
Assembly Uses	1 per 3 seats (highest occupancy) ¹
Cemetery/Mausoleum	1 per 3 seats (highest occupancy) ¹
Community Garden	5 per acre (on-street parking credit)
Indoor Amusement/Entertainment Facility	4 per 1,000 sf
Indoor Fitness and Sports Facility	3.5 per 1,000 sf
Library/Museum	3.5 per 1,000 sf
Outdoor Commercial Recreation	4 per acre (based on active recreation area only)
Park/Public Plaza (5 acres or less)	No minimum ²
Park/Public Plaza (greater than 5 acres)	4 per acre (based on active recreation area only, on-street parking credit) ²
School, Academic-Private and Charter	1 per employee or 1 per 3 seats in largest assembly space (at highest occupancy) ¹
School, Academic-Public	1 per employee plus 1 per 3 seats in largest assembly space (at highest occupancy) ¹
School, Colleges and Universities – Private	Parking study required
School, Colleges and Universities – Public	Parking study required
School, Equipment/Machinery/ Vehicle Training	1 per 200 sf (classroom or other teaching areas)
School, Specialized Education and Training/Studio	1 per 200 sf (classroom or other teaching areas)
Theater/Auditorium	1 per 3 seats ¹
Utility, Transportation, Public Facility, and Communication Uses	
Airport	Parking study required
Ambulance Service	3.5 per 1,000 sf
Broadcasting and Recording Studio	3.5 per 1,000 sf
Fuel Storage and Distribution	3.5 per 1,000 sf
Heliport	1 per landing pad
Public Safety Facility	3.5 per 1,000 (occupied areas only)
Telecommunication Facility	0.5 per 1 employee (minimum 1 space)
Transit Station/Terminal	Parking study required
Utility Facility and Infrastructure	0.5 per 1 employee

TABLE 9-5E-4A1 – REQUIRED MINIMUM PARKING RATIOS

Land Use	Vehicle Parking
Retail, Service, and Office Uses	
Adult Day Health Care Facility	None beyond multi-family dwelling requirement
Alcoholic Beverage Sales	4 per 1,000 sf
Art, Antique, Collectable	4 per 1,000 sf
Artisan Shop	4 per 1,000 sf
Banks and Financial Services	3.5 per 1,000 sf
Bar/Nightclub	5 per 1,000 sf
Bed and Breakfast Inn	1 per room
Building Materials Store/ Yard	1 per 1,000 sf
Business Support Services	3.5 per 1,000 sf
Call Center	6 per 1,000 sf
Card Room	4 per 1,000 sf
Crematory	4 per 1,000 sf (occupied space only)
Check Cashing Business	4.5 per 1,000 sf
Child Day Care Facility – Child Day Care Center	3.5 per 1,000 sf
Consignment Store	4 per 1,000 sf
Convenience Store	4 per 1,000 sf
Drive-In and Drive-Through Sales and Service	1 addition per lane ³
Equipment Sales and Rental	4 per 1,000 sf
Garden Center/Plant Nursery	1.5 per 1,000 sf
Grocery Store/Supermarket	4 per 1,000 sf
Hotel and Motel	1 per room
Maintenance and Repair of Small Equipment	3.5 per 1,000 sf
Massage Therapy	4 per 1,000 sf
Medical Services, Extended Care	1 per 3 beds
Medical Services, General	4 per 1,000 sf
Medical Services, Hospital	2 per bed + 2 per 1,000 sf (support areas)
Mortuary/Funeral Home	1 per 3 seats in assembly area
Neighborhood Market	3 per 1,000 sf
Office, Accessory	3 per 1,000 sf
Office, Business and Professional	3 per 1,000 sf
Pawn Shop	4 per 1,000 sf
Personal Services	4 per 1,000 sf
Restaurant	5 per 1,000 sf
Retail, Accessory	4 per 1,000 sf
Retail, General	4 per 1,000 sf
Retail, Warehouse Club	3.5 per 1,000 sf
Semipermanent Mobile Food Vehicle	8 per vehicle
Sexually Oriented Business	See similar use (e.g., bar, retail)
Smoke Shop	4 per 1,000 sf
Tattoo Parlor	4 per 1,000 sf
Thrift Store	4 per 1,000 sf

TABLE 9-5E-4-A1 – REQUIRED MINIMUM PARKING RATIOS

Land Use	Vehicle Parking
Automobile and Vehicle Uses	
Auto and Vehicle Rental	3.5 per 1,000 sf
Auto and Vehicle Sales	3.5 per 1,000 sf (sales/office area)
Auto and Vehicle Sales, Wholesale	3.5 per 1,000 sf
Auto and Vehicle Storage	3.5 per 1,000 sf
Auto Parts Sales	4 per 1,000 sf
Auto Vehicle Dismantling	1.5 per 1,000 sf
Car Washing and Detailing	4-space minimum + 2 per bay
Fueling Station	1 per 2 employees
Vehicle Services – Major	1 per 2,000 sf
Vehicle Services – Minor	1 per 2,000 sf
Industrial, Manufacturing, and Processing Uses	
Agricultural Products Processing	2 per 1,000 sf
Freight Yard/Truck Terminal	3.5 per 1,000 sf (occupied space only)
Manufacturing, Major	2 per 1,000 sf
Manufacturing, Minor	2 per 1,000 sf
Manufacturing, Small-Scale	2.5 per 1,000 sf
Printing and Publishing	2 per 1,000 sf
Recycling Facility – Collection	1 per 2 employees
Recycling Facility – Processing	1 per 2 employees
Recycling Facility – Scrap and Dismantling	1 per 2 employees
Research and Development	3.5 per 1,000 sf
Storage, Personal Storage Facility	2 per 1,000 sf + office space at 3.5 per 1,000 sf
Storage, Warehouse	1 per 1,000 sf + office space at 3.5 per 1,000 sf
Storage, Yard	3.5 per 1,000 sf occupied space only
Wholesaling and Distribution	1 per 1,000 sf

Notes

1. If seating is not identified or if seating is not fixed, parking shall be based on a ratio of 33 spaces per 1,000 sf. In the case of assembly uses or instructional uses, this shall be the square footage of the largest assembly or instruction area. In the case of restaurants, schools, and similar uses, it shall be based upon gross square footage.
2. On-street parking spaces adjacent to park property may be credited toward parking requirements.
3. Parking based on primary use (e.g., restaurant, bank) plus additional parking based on a ratio of additional employees per drive-through lane.

F. Reductions and Exceptions to Minimum Parking Requirements

The following are exceptions or reductions to the minimum parking requirements established in table 9-5E-4-A1 (required minimum parking ratios) that are available:

1. **Parking District Waiver.** Minimum off-street parking requirements may be waived for properties that have access to public parking facilities. The waiver may be granted by the planning director.
2. **Parking Reduction.** Parking may be reduced by the designated approval authority according to the following provisions. A combination of the following programs may be utilized; however, the total parking reduction shall not exceed twenty percent (20%) of required parking.

- a. Reduction for special motor vehicles. Up to twenty percent (20%) of the off-street parking may be provided by smaller parking spaces for special or alternative motor vehicles (e.g., golf carts, motorcycles, motorized scooters).
 - b. Reduction for secure bicycle parking. Developments which provide additional secure bicycle parking facilities over and above the minimum requirement of this article may reduce their parking requirement by one (1) vehicle space for every two (2) additional bicycle spaces provided.
 - c. Reduction for parking near major transit stops (e.g., train stations, significant bus facilities). Parking requirements may be reduced by ten percent (10%) when within one-quarter ($\frac{1}{4}$) mile of a major transit stop.
 - d. Reduction for existing uses to enable property enhancements. Parking requirements for existing nonresidential development may be reduced by up to ten percent (10%) if any of the following are completed:
 - i. Landscaping;
 - ii. On-site pedestrian plazas, seating areas, shelters, bicycle racks, and/or walkways; and/or
 - iii. Comprehensive architectural update to existing structures.
 - e. Shower/locker facilities. Developments with one hundred (100) or more employees may reduce their parking requirement by providing shower and clothing locker facilities for bicycle commuting employees. The maximum reduction allowed is five percent (5%) of required parking.
 - f. Preferred carpool/vanpool parking spaces. Office or industrial developments that guarantee preferred parking spaces (e.g., covered, shaded, or near building entrance) to employees who participate regularly in a carpool or vanpool may reduce their parking requirement by one (1) vehicle space for every one (1) space that is marked and reserved for carpools/vanpools at a preferred location. The maximum reduction allowed is five percent (5%) of required parking.
 - g. Electric vehicle charging station. Mixed-use, commercial, office, and industrial developments that provide parking spaces reserved for electric vehicles and provide electric vehicle charging stations at those spaces may reduce their parking requirement by one (1) vehicle space for every one (1) space that is provided for electric vehicle charging. The maximum reduction allowed is five percent (5%) of required parking.
3. **Joint Vehicle Parking Lot or Structure.** Required parking for two (2) or more freestanding uses on adjacent or nearby sites may be satisfied by the use of a joint vehicle parking facility to the extent that it can be shown by the owners or operators that the demand for parking in the joint facility does not materially overlap (e.g., uses primarily of a daytime versus a nighttime or weekday versus weekend nature) and provided that such right of joint use is evidenced by a deed, parking easement, lease, contract, or similar written instrument upholding such joint use. In this situation, the size of the joint parking lot shall be at least as large as the number of vehicle parking spaces required by the largest user.

9-5E-5 Design and Development Standards for Off-Street Parking Areas

A. General

All vehicular parking spaces shall be on the same lot as the main structure they serve, on an abutting lot, or within one thousand feet (1,000') of the building, subject to the following requirements:

1. There is a safe, direct, attractive, lighted, and convenient pedestrian route between the vehicle parking area and the use being served.
2. There is an assurance in the form of deed, parking easement, lease, contract, or other similar document that the required spaces will continue to be available for off-street parking use according to the required standards.

B. Parking Lot Design

1. **Surfacing and Striping.** Areas used for parking and maneuvering of vehicles shall be paved with a minimum of two inch (2") asphalt, concrete, or equivalent surface. All parking areas shall be appropriately striped, marked, and signed.
2. **Curb Cuts and Driveway Access Points/Locations.** Street access points shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Curb cuts and driveway access points shall be designed as follows:
 - a. For multi-family, commercial, office, and industrial developments:
 - i. A minimum of one hundred fifty feet (150') from the curb return.
 - ii. A minimum of one hundred fifty feet (150') between driveways.
 - iii. Lesser distances may be permitted upon review and approval of the city engineer.
 - iv. Driveways across the street from each other shall be aligned as close as possible. Where offset, the minimum distance required between the curb return of the driveways shall be one hundred fifty feet (150').
 - b. For single-family and duplex developments:
 - i. A minimum of fifty feet (50') from the curb return.
 - ii. A minimum of five feet (5') between the driveway and property line.
3. **Driveways/Driveway Approach Width and Grade.** The minimum driveway width shall comply with public improvement and fire safety standards as follows:
 - a. For multi-family, commercial, office, and industrial developments:
 - i. A minimum width of twenty-four feet (24') for collector streets and thirty-five feet (35') for arterial streets. A larger width of up to forty-five feet (45') may be required by the city based upon the driveway vehicular volume, street geometrics, street vehicular volumes, or other characteristics of the area.
 - ii. A minimum throat depth of twenty feet (20') from the back of the sidewalk, clear of drive aisle or parking spaces. Greater distance for larger projects may be required dependent upon traffic loads.
 - iii. A slope between one percent (1%) and two percent (2%).

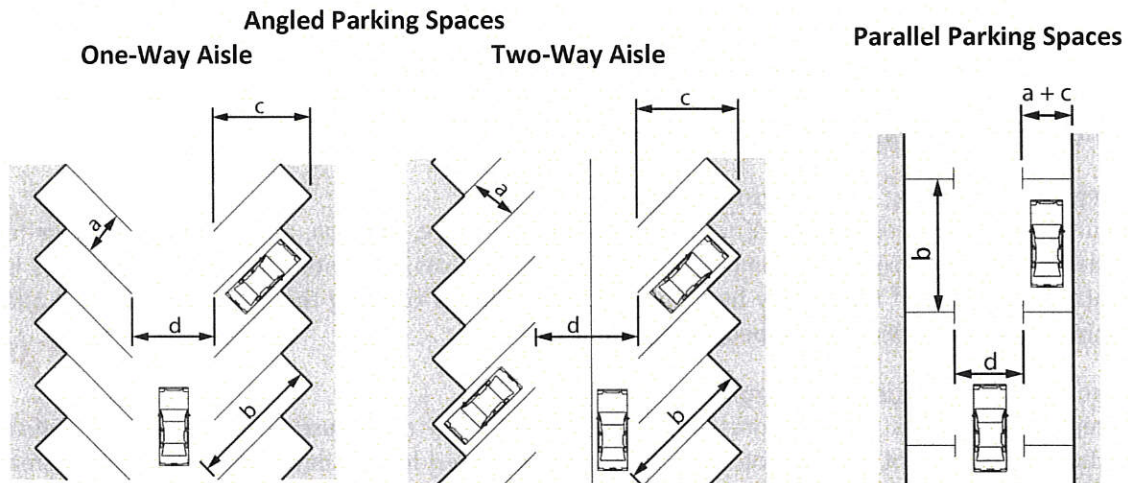
- b. For single-family and duplex developments:
 - i. A minimum width of ten feet (10') and a maximum width of twenty-four feet (24'). Wider driveways may be approved on a case-by-case basis.
 - ii. A slope (where necessary) with a rise of no more than eight inches (8") above the back of sidewalk grade at a point seven feet (7') from the back of sidewalk.
4. **Back-Out Parking.** With the exception of duplexes and single-family residences, all parking areas shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.
5. **Turnaround Areas.** Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter the street in a forward manner.
6. **Setback Restrictions for Parking Spaces and Drive Aisles.** Parking areas including spaces, aisles, and turnaround and maneuvering areas shall not occupy the required setbacks. Driveways shall not occupy a yard setback or buffer except to pass through the yard in order to connect directly to a public street or as necessary for shared driveways and internal access between uses on abutting lots.
7. **Cluster of Spaces.** Clusters of auto spaces shall not exceed fifty (50) spaces. Auto parking clusters shall be separated by landscaping as provided in article 9-5D1 (landscaping standards) or by buildings.
8. **Connect Parking Lots.** Auto parking areas shall be designed to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the public right-of-way for cross movements. Joint or shared access, internal circulation, or parking is encouraged with adjacent uses.
9. **Minimum Clearance.** Driveways, aisles, turnaround areas, and ramps shall have a minimum vertical clearance of twelve feet (12') for the entire length and width, but such clearance may be reduced in parking structures.
10. **Drainage.** Adequate drainage shall be provided to dispose of the runoff generated by the impervious surface area of the parking area. Provision shall be made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property. Design solutions may include, but are not limited to, the use of bio-swales, low-impact design (LID), and other designs that direct runoff into landscape areas.
11. **Pedestrian Circulation/Walkways.** Pedestrian circulation/walkways shall be designed to provide circulation through parking lots from public sidewalks to primary building entryways. Sidewalks shall be designed to ensure that vehicles that may overhang or intrude into the sidewalk system do not reduce the minimum required sidewalk width of four feet (4').
12. **Screening.** The periphery of all parking lots shall be screened from view from adjacent streets and adjacent residential areas with walls, landscaping, and landscaped berms (or a combination) to a minimum height of three feet (3'). Where provided, landscaping shall be consistent with the standards of subsection 9-5D1-2-E-6 (landscaping of parking lots).
13. **Landscaping.** Landscaping of parking lots shall be provided as required in subsection 9-5D1-2-E-6 (landscaping of parking lots).
14. **Lighting.** See outdoor lighting standards in section 9-5A-6 (outdoor lighting).

C. Space and Aisle Standards for Surface Parking Lots

1. **General Space and Aisle Standards.** All surface parking lots shall be designed in accordance with the minimum city standards for stalls and aisles as set forth in table 9-5E-5-C1 (parking space and drive aisle dimensions) and illustrated in figure 9-5E-5-C1 (parking space and drive aisle dimensions).
2. **Compact Car Spaces.** Up to fifteen percent (15%) of the required number of parking spaces may be sized for compact cars. Compact car spaces shall comply with the following standards:
 - a. Compact car parking spaces shall be clearly marked “compact cars only,” “compact,” or “c.”
 - b. Compact car spaces shall be distributed throughout the parking lot.

TABLE 9-5E-5-C1 – PARKING SPACE AND DRIVE AISLE DIMENSIONS					
Minimum Space and Aisle Dimensions					
Stall Type	A Stall Width	B Stall Length	C Stall Depth (aisle to curb)	D Drive Aisle Width	
				One-Way	Two-Way
Parallel	9'	20'	24'	12'	24'
45 Degree	9'	20'	20'	14'	24'
60 Degree	9'	20'	21.5'	18'	24'
90 Degree	9'	20'	20'	20'	24'
Compact Stalls, all angles	8'	16'	–	Same as standard stalls per stall type	

**Figure 9-5E-5-C1
PARKING SPACE AND DRIVE AISLE DIMENSIONS**



Key:
 a = Stall width c = Stall depth
 b = Stall length d = Drive aisle width

D. Standards for Off-Street Parking for Private Residences

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

1. In single-family and two-family dwellings, one space of the required parking per unit must be covered (e.g., garage, carport).
2. All motor vehicles, including vehicles, trailers, or vessels which are inoperable or incapable of movement under their own power and/or without current registration shall be stored entirely within an enclosed structure and shall not be parked or stored in any required front yard within a residential zoning district or neighborhood.
3. Each parking space shall be at least eight and one-half (8½') feet wide by eighteen feet (18') deep.
4. The minimum driveway width shall be ten feet (10').
5. Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements.
6. Required parking may be provided in the rear yard only when an alley is available for access.
7. Parking may be provided within the front and street side yard setback, as follows:
 - a. Vehicle parking (including driveways) in residential areas shall be provided on permanent paved surfaces.
 - b. Parking areas shall not exceed the maximum impervious surface allowed on a parcel.
 - c. Parking may not occur within any required clear visibility area on a corner lot.
8. All vehicles are required to be parked on a paved surface. Driveways and driveway approaches shall be paved.
9. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:
 - a. Parking on a hard surface such as concrete, asphalt, or similar durable material is required.
 - b. Parking within the clear visibility area is prohibited.

9-5E-6 Off-Street Loading Requirements

A. Purpose of Loading Area Requirements.

The purpose of these regulations is to provide the number, size, location, and screening requirements for loading areas in mixed-use, commercial, and industrial uses. The intent of these regulations is to minimize disruptions of traffic flow by freight-carrying vehicles blocking the public right-of-way and to minimize impacts to vehicular and pedestrian conflicts.

B. When Loading Regulations Apply

This regulation applies to all nonresidential development in mixed-use commercial and industrial districts, whether or not a permit or other approval is required for the development. Buildings smaller than twenty thousand (20,000) square feet in size are exempt from the requirements of this section.

C. General Loading Area Requirements

The number of required loading spaces is based on the use of the building and the building size, minus any residential component square footage, as described in table 9-5E-7-C1 (required minimum loading

spaces). Where two or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use.

TABLE 9-5E-6-C1 – REQUIRED MINIMUM LOADING SPACES

Land Use	Loading Spaces Required
Industrial Uses	1 per each 20,000 sf or fraction thereof
Commercial, Office, and All Other Uses	1 per each 35,000 sf or fraction thereof

D. Off-Street Loading Standards

1. Dimensions. Loading spaces shall be not less than ten feet (10') in width and twenty-five feet (25') in length, with fourteen feet (14') of vertical clearance.
2. Loading areas must comply with the setback and perimeter landscaping and screening standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also not allowed.
3. The provision for maintenance of off-street loading facilities is a continuing obligation of the property owner.
4. Loading and maneuvering areas shall be hard-surfaced unless a permeable surface is required to reduce surface runoff, as determined by the city.
5. Parking of passenger vehicles may be allowed in off-street loading areas subject to specific time limits to prevent conflicts with off-street loading activities. If parking is allowed, the parking time limits shall be clearly posted. These parking spaces shall not count toward meeting the general parking requirements.

Figure 9-5E-6-C1
TYPICAL LOADING AREA – BACK IN

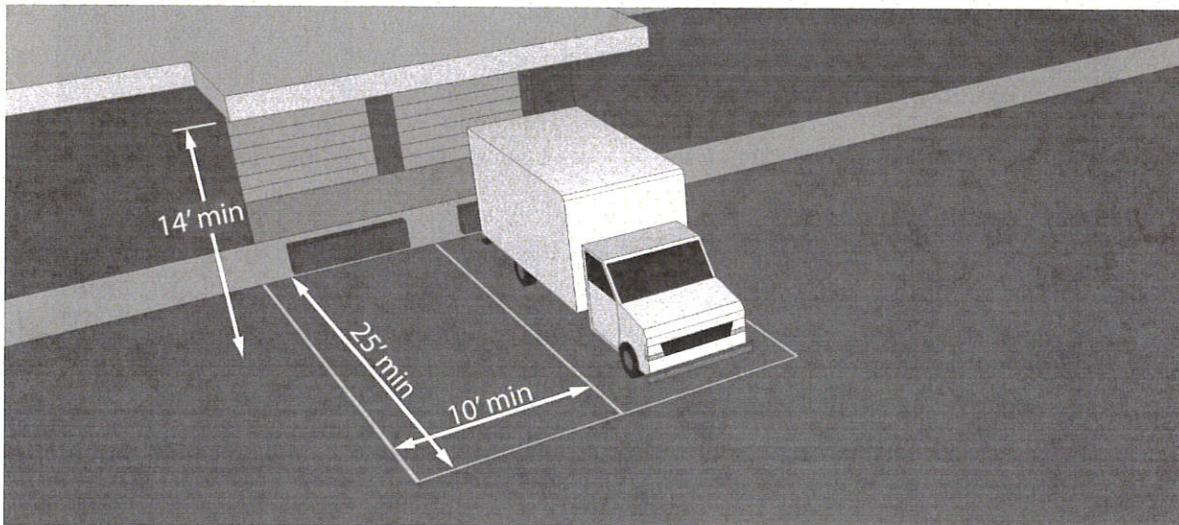
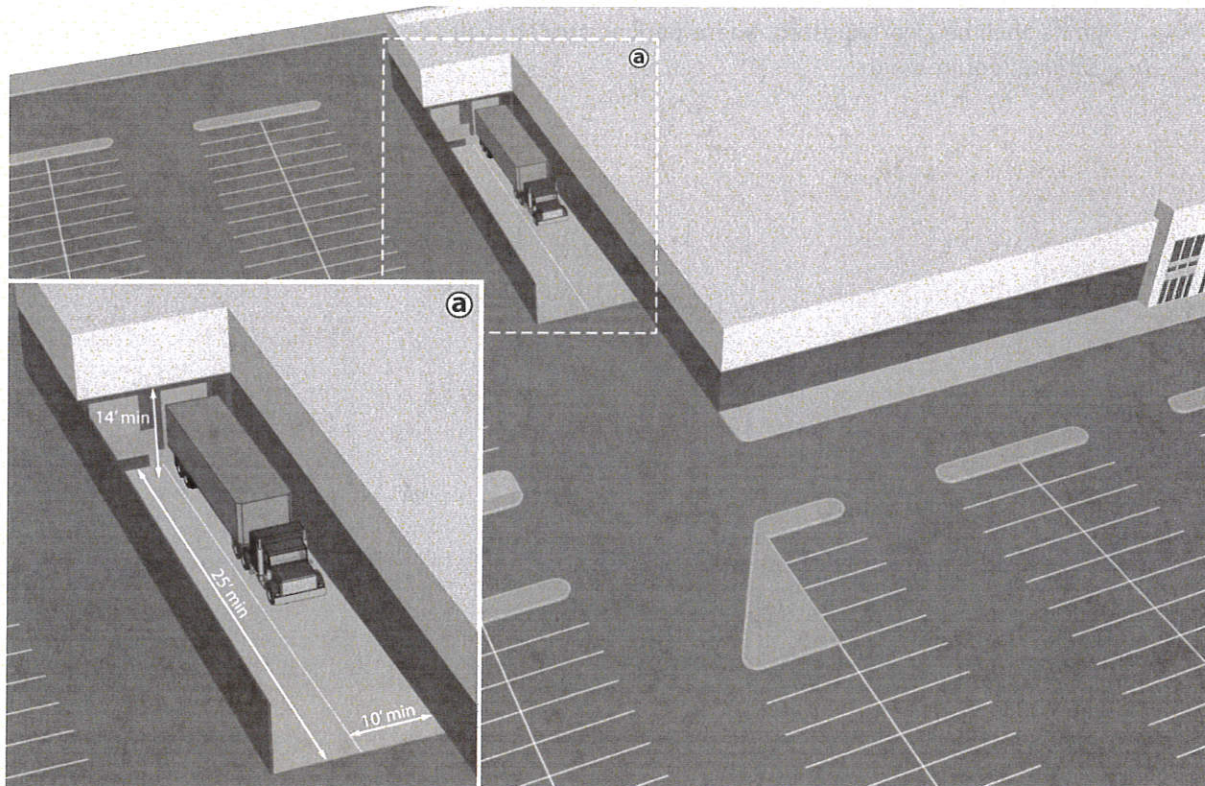


Figure 9-5E-6-C2
TYPICAL LOADING AREA – SIDE LOAD



E. Location of Required Loading Facilities

1. The off-street loading facilities, regardless of the development type, shall be on the same lot or parcel of land as the structure they are intended to serve.
2. The off-street loading facilities shall be designed and located so that loading vehicles are not parked in required setbacks, driveways, or required parking spaces during loading activities.
3. No loading space shall be located so that a vehicle using such loading space projects into any public street.
4. Loading spaces shall be provided with access to an alley when alley access is available.
5. Bays and doors shall be located in a manner that would preclude any possibility for trucks to back into bays from arterial streets.

9-5E-7 Bicycle Parking Requirements

A. Applicability

Bicycle parking facilities in parking lots shall be provided for nonresidential and multi-family uses as provided in this section. The following uses are exempt from bicycle parking requirements:

1. Residential uses other than multi-family residential;
2. Home occupations;
3. Agricultural uses;
4. Mini-storage facilities; and
5. Temporary uses.

B. Required Number of Bicycle Parking Spaces

Unless otherwise noted, bicycle parking shall be provided at a ratio equivalent to ten percent (10%) of the total vehicular parking provided, or no less than two (2) spaces, whichever is greater.

C. Rental or Lease of Spaces Not Permitted

Bicycle parking spaces required by this section may not be rented or leased.

D. Design Standards for Bicycle Parking Facilities

All developments shall meet the following minimum requirements for bicycle parking and design. The purpose of these design standards is to ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.

1. **Use.** Areas set aside for required bicycle parking must be clearly reserved for bicycle parking only.
2. **Location**
 - a. Outdoor bicycle parking shall be located within fifty feet (50') from the primary building entrance.
 - b. Bicycle parking must be visible from within on-site buildings or the street.
 - c. Bicycle parking may be located within a building if access is readily available from an outdoor entrance.

- d. Bicycle parking is prohibited within one hundred feet (100') of a trash or recycling enclosure.
3. **Rack Design.** Bike rack shall be of such design as to hold the bicycle frame (not just the wheel), accommodate a U-shape shackle lock, a wide range of cycle sizes, wheel sizes, and types, and covered with a protective powder-coated paint material to avoid damaging the bicycle in a complementary color to the adjacent building.
4. **Amenities.** Bicycle parking areas are encouraged to include a bench, water fountain, and/or other amenities.
5. **Pedestrian Conflicts.** Bicycle parking and bicycle racks shall be located to avoid conflicts with pedestrian movement and accessibility requirements.
6. **Sheltered Spaces Required.** Bicycle parking spaces are encouraged to be sheltered from precipitation. Sheltering may be achieved by, but is not limited to, roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bicycle rooms.
7. **Security.** Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., rack) upon which the bicycle can be locked. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure. Bicycle racks must hold bicycles securely by the means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
8. **Minimum Dimensions.** Bicycle parking shall be at least two and one-half feet (2½') wide by six feet (6') long and, when covered, provide a minimum vertical clearance of seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle space must be accessible without moving another bicycle.
9. **Paving.** Paving and surfacing of bicycle parking areas shall be surfaced with hard surfacing of at least two inches (2") minimum (i.e., pavers, asphalt, concrete, or similar material). This surface must be designed to maintain a well-drained condition.

Figure 9-5E-7-C1
BICYCLE PARKING AREA DESIGN REQUIREMENTS

