

Chapter 135. Planning

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135-4.1 General

4.1.1 PURPOSE

- A.** The parking regulations of this article are intended to help ensure that off-street parking facilities are provided to meet the basic day-to-day needs of shoppers, employees, visitors and residents while also avoiding the negative impacts that can result from requiring excessive quantities of off-street parking.
- B.** The provisions of this article are also intended to help protect the public health, safety and general welfare by:
1. Promoting economically viable and beneficial use of land; and
 2. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city.

4.1.2 APPLICABILITY¹

A. General

Off-street parking must be provided and maintained in accordance with the provisions of this article. Unless otherwise expressly stated, the regulations apply to all zoning districts and uses.

B. New Uses and Development

The parking regulations of this article apply to all new buildings constructed and all new uses established in all zoning districts.

- C. Change of Use.** If a new use of a building or structure requires more off-street parking than the use that most recently occupied the building or structure, the new use must comply with the parking requirements of this article.

D. Enlargements and Expansions

1. The parking regulations of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity or other units of measurement used in establishing off-street parking requirements.
2. In the case of enlargements or expansions that trigger requirements for additional parking, additional spaces are required only to serve the enlarged or expanded area, not the entire building or use. There is no requirement to address parking deficits associated with existing, lawfully established buildings or uses.

E. Maintenance

Off-street parking spaces required by this zoning ordinance must be maintained for the life of the principal use.

F. Damage or Destruction

When a use that has been damaged or destroyed is re-established, off-street parking or loading facilities must also be re-established or continued in operation in an amount equal to the number maintained at the time of such damage or destruction. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those required by this zoning ordinance.

135-4.2 Motor Vehicle Parking Ratios

4.2.1 DX DISTRICTS

- A. Minimums.** No minimum off-street motor vehicle parking ratios apply in DX districts.
- B. Maximums.** Uses in DX districts may not provide parking in excess of the minimum motor vehicle parking ratios established in [Table 4.2-1](#), except as approved in accordance with the type 1 design exception procedures of section [135-6.2.2](#).

4.2.2 MX-1 AND MX-2 DISTRICTS

- A. Minimums.** Uses in MX1 and MX2 districts must provide parking equal to 60% of the minimum parking ratios established in [Table 4.2-1](#).
- B. Maximums.** Uses in MX1 and MX2 districts may not provide parking in excess of 120% of the minimum motor vehicle parking ratios established in [Table 4.2-1](#).

4.2.3 OTHER DISTRICTS

For uses in districts other than DX, MX-1 or MX-2, off-street motor vehicle parking spaces must be provided in accordance with the minimum ratios established in [Table 4.2-1](#).

4.2.4 ALTERNATIVE PARKING RATIOS

The motor vehicle parking ratios of this section ([135-4.2](#)) are not intended to be a barrier to development or redevelopment or to make development and redevelopment economically impractical or negatively impact the viability of businesses. In order to allow for flexibility in addressing the actual expected parking demand of specific uses, alternatives to the motor vehicle parking requirements of section [135-4.2.1](#), [135-4.2.2](#) and [135-4.2.3](#) may be approved through the type 1 design exception procedures of section [135-6.2](#). In reviewing requests for authorization of alternative

¹ These provisions, added for clarity, are mostly new.

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Calculation of Required Parking

parking ratios, review and decision-making bodies may consider generally available parking information or data provided by the applicant. In order to approve such alternative ratios, the authorized decision-making body must determine that:

- A. The motor vehicle parking ratios of [Table 4.2-1](#) do not accurately reflect the actual day-to-day parking demand that can reasonably be anticipated for the proposed use based;
- B. The allowed parking credits and reduction alternatives of section [135-4.4](#) are infeasible or do not apply; and
- C. The reduced parking ratios proposed are not likely to cause adverse impacts on traffic safety or on the general welfare of property owners and residents in the surrounding area.

TABLE 4.2-1. PARKING RATIOS

USE CATEGORY			
Use Subcategory	Min. Spaces	Per	Exceptions & Supplemental
Specific Use Type			
RESIDENTIAL			
Household Living	1.0	Dwelling	0.5 per unit for elderly housing
Group Living			
Assisted living facility	0.12	Bed	Plus 0.5 spaces per staff member
Fraternity or sorority	0.5	Resident	
Shelter, temporary	0.5		
Other group living	Established in accordance with 135-4.3.4.		
PUBLIC, CIVIC AND INSTITUTIONAL			
Airport	Established in accordance with 135-4.3.4.		
College or University	Established in accordance with 135-4.3.4.		
Fraternal Organization	6.6	1,000 sq. ft.	
Hospital	0.2	Bed	Plus 0.5 per staff member
Library or Cultural Exhibit	1.0	1,000 sq. ft.	
Parks & Recreation	Established in accordance with 135-4.3.4.		
Postal Service	Established in accordance with 135-4.3.4.		
Religious Assembly	0.16	Seat	
Safety Service	0.5	Staff	
School			
Elementary/middle	0.5	Staff	Plus 10 spaces
High school	0.5 0.1	Staff Student	
Utilities and Public Service Facilities	0.5	Staff	
COMMERCIAL			
Adult Entertainment	2.5	1,000 sq. ft.	

TABLE 4.2-1. PARKING RATIOS

USE CATEGORY			
Use Subcategory	Min. Spaces	Per	Exceptions & Supplemental
Specific Use Type			
Animal Service	2.5	1,000 sq. ft.	Animal enclosure areas not counted
Broadcast or Recording Studio	2.5	1,000 sq. ft.	
Business or Trade School	0.5 0.2	Staff Student	
Commercial Service	1.6	1,000 sq. ft.	
Day Care	0.5	Staff	Plus 3 drop-off/pick-up spaces
Eating & Drinking Places	6.6	1,000 sq. ft.	
Entertain. & Spectator Events	0.16	Seat	
Financial Service	2.5	1,000 sq. ft.	Minimum 5 spaces
Funeral or Mortuary Service	0.2	Seat	
Lodging	1.0	Guest room	
Office	2.5	1,000 sq. ft.	
Retail Sales	2.5	1,000 sq. ft.	1.6 per 1,000 sq. ft. for furniture & appliance sales
Self-service Storage	0.1	Storage unit	
Sports and Rec., Participant	4.0	1,000 sq. ft.	
Vehicle Sales & Service			
Fueling Station	1.0	Fuel pump	Plus parking for retail per retail sales ratio
All other	1.6	1,000 sq. ft.	
INDUSTRIAL			
Fabrication & Production	0.5	Staff	Plus parking for office provided per office ratio
Industrial Service	0.5	Staff	
Storage, Distribution & Wholesaling	0.1	1,000 sq. ft.	0.33 spaces per employee, whichever is greater
Junk or Salvage Yard	0.5	Staff	
Mining or Mineral Processing	0.5	Staff	
OTHER			
Drive-in or Drive-through Service			

135-4.3 Calculation of Required Parking

In determining the number of parking spaces required, the calculation rules of this section ([135-4.3](#)) apply.

4.3.1 FLOOR AREA

Parking requirements based on floor area must be

calculated on the basis of gross floor area, minus parking and loading areas and areas of a building occupied exclusively by mechanical equipment and service areas (e.g., dumpsters and recycling bins).

4.3.2 MULTIPLE USES

Lots containing more than one use or tenant must provide parking in an amount equal to the total aggregate number of spaces required for each use or tenant on the lot except when a shared parking arrangement is approved in accordance with [135-4.4.4](#).

4.3.3 CALCULATIONS

In calculating the number of parking spaces required for uses subject to a minimum parking ratio of “x” spaces per 1,000 square feet, first divide the floor area of the subject use by 1,000 and then multiply the result by “x.” If, for example, a minimum parking ratio of 2.5 spaces per 1,000 square feet is applied to a use occupying 1,500 square feet of floor area, the minimum parking requirement for that use would be calculated as follows: $(1,500 \text{ sq. ft.} \div 1,000) \times 2.5 = 1.5 \times 3.5 = 3.75$, which is rounded up to 4 spaces.

4.3.4 OCCUPANCY-BASED STANDARDS

For the purpose of computing parking requirements based on staff, students, members, residents or occupants, calculations must be based on the average number of persons working on any single shift, the average enrollment or membership or the area’s code-rated capacity, whichever is applicable.

4.3.5 BENCH SEATING

For the purpose of calculating parking requirements based on seating, the building code governs.

4.3.6 UNLISTED USES

Upon receiving a development or permit application for a use not specifically listed in an off-street parking schedule, the community development director is authorized to apply the off-street parking ratio specified for the listed use that the director deems most similar to the proposed use or establish a minimum off-street parking requirement for the proposed use in accordance with [135-4.3.7](#).

4.3.7 ESTABLISHMENT OF OTHER RATIOS

The community development director is authorized to establish required minimum parking ratios for unlisted uses and in those instances where authority to establish a requirement is expressly provided. Such ratios must be established on the basis of (1) a similar use/parking determination (as described in [135-4.3.6](#)), (2) on parking data provided by the applicant or (3) other information available to the

community development director. Parking data and studies provided by applicants must include estimates of parking demand based on reliable data collected from comparable local uses or on external data from credible research organizations, such as the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE). Comparability will be determined by density, scale, bulk, area, type of activity and location. Such parking studies must document the source of all data used to develop proposed requirements.

135-4.4 Parking Credits and Reductions²

4.4.1 ON-STREET PARKING

Nonresidential uses may count on-street parking spaces on public street rights-of-way abutting the subject property towards satisfying off-street motor vehicle parking requirements. One on-street parking space credit may be taken for each 25 linear feet of abutting right-of-way where on-street parking is allowed. Only space on the same side of the street as the subject use may be counted.

4.4.2 CAR-SHARE AND BIKE-SHARE SERVICE

The following parking credits apply to nonresidential uses that are required to provide 10 or more motor vehicle parking spaces and to residential projects that are required to provide 25 or more motor vehicle parking spaces.

- A. The number of required motor vehicle parking spaces is reduced by 4 spaces for each parking space that is leased by a city-approved car-share program for use by a car-share vehicle.
- B. The number of required motor vehicle parking spaces is reduced by 2 spaces for uses that provide space for a city-approved bike-share program facility with a minimum of 8 bicycle parking docks.

4.4.3 MOTORCYCLE AND SCOOTER PARKING

In parking lots containing more than 10 parking spaces, the provision of motorcycle or scooter parking spaces may be credited toward satisfying the minimum off-street parking ratios of [Table 4.2-1](#) at the rate of one motor vehicle parking space for each 2 motorcycle or scooter parking spaces. The maximum credit allowed under this provision is 2 spaces or 10% of the total minimum motor vehicle parking requirement for the subject property, whichever is greater. To receive credit, each motorcycle and scooter space must have a concrete surface and minimum dimensions of 4 feet by 8 feet. Areas restricted to motorcycle and scooter

² Entire section is new.

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Bicycle Parking

parking must be identified by signs.

4.4.4 SHARED PARKING

A. General

Shared parking refers to the practice of 2 or more users who have need for parking at different times voluntarily agreeing to make use of the same motor vehicle parking spaces. Shared parking is encouraged as a means of conserving scarce land resources, reducing stormwater runoff, reducing the heat island effect caused by large paved areas and improving community appearance.

B. Approval

The community development director is authorized to approve shared parking arrangements among property owners who propose shared parking.

C. Eligibility

Shared parking may be approved for residential and nonresidential uses. Required accessible parking spaces (for people with disabilities) may not be shared.

D. Calculation

The number of parking spaces required under a shared parking arrangement must be determined in accordance with the following:

1. Multiply the minimum parking required for each individual use, as set forth in [Table 4.4-1](#) by the percentage identified in [Table 4.4-1](#) for each of the 6 designated time periods.
2. Add the resulting sums for each of the 6 columns in [Table 4.4-1](#).
3. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

TABLE 4.4-1. SHARED PARKING FACTORS

Land Use	Time					
	Weekday			Weekend		
	12A-7A	7A-6P	6P-12A	12A-7A	7A-6P	6P-12A
Residential	100%	55%	100%	100%	80%	100%
Office/Industrial	5%	100%	10%	0%	10%	5%
Lodging	100%	60%	90%	100%	65%	80%
Eating/Drinking	50%	70%	100%	50%	60%	100%
Religious Assembly	0%	10%	30%	0%	85%	25%
Assembly/Entert.	10%	30%	60%	10%	70%	100%
Retail Sales/Service	5%	70%	80%	0%	100%	60%

E. Other uses

If one or more of the land uses proposing to make use of a shared parking arrangement do not

conform to the land use classifications in [Table 4.4-1](#), as determined by community development director, then the applicant must submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the community development director is authorized to determine the appropriate shared parking requirement, if any, for such uses.

F. Location

Shared parking may be located on-site or off-site. Off-site parking is subject to the regulations of [135-4.7.4](#).

G. Agreement

Before final approval of a shared parking arrangement, a shared parking agreement must be provided guaranteeing the long-term availability of the shared parking, commensurate with the uses served. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this article.

135-4.5 Bicycle Parking³

4.5.1 MINIMUM BIKE PARKING RATIOS

Long-term (Class A) and short-term (Class B) bicycle parking spaces must be provided in accordance with the minimum ratios established in [Table 4.5-1](#). Uses for which no bicycle parking ratio is established in [Table 4.5-1](#) are not required to provide off-street bicycle parking.

TABLE 4.5-1. BICYCLE PARKING RATIOS

USE CATEGORY	Minimum Spaces Required	
	Class A Bicycle Spaces	Class B Bicycle Spaces
Use Subcategory		
Specific Use Type		
RESIDENTIAL		
Household Living		
Buildings with 6 or fewer dwelling units	None	None
Buildings with 7 or more dwelling units	1 per dwelling unit for first 50 units, then 1 space per each additional 2 dwelling units	1 per 15 dwelling units; minimum 2 spaces
Group Living	0.33 per staff	1 per beds; minimum 2 spaces
PUBLIC, CIVIC AND INSTITUTIONAL		

³ Entire section is new.

TABLE 4.5-1. BICYCLE PARKING RATIOS

USE CATEGORY	Minimum Spaces Required	
Use Subcategory	Class A Bicycle Spaces	Class B Bicycle Spaces
Specific Use Type		
College or University	Established in accordance with 135-4.3.7 .	
Fraternal Organization	0.125 per 1,000 sq. ft.	0.25 per 1,000 sq. ft.
Hospital	0.067 per 1,000 square feet (1/15,000 sq. ft.)	0.033 per 1,000 square feet (1/30,000 sq. ft.)
Library or Cultural Exhibit	0.125 per 1,000 sq. ft.	0.5 per 1,000 sq. ft.
Parks & Recreation	Established in accordance with 135-4.3.7 .	
Religious Assembly	None	1 per 200 seats; minimum 2 spaces
School	0.25 per classroom	1 per classroom
COMMERCIAL		
Adult Entertainment	0.125 per 1,000 sq. ft.	0.25 per 1,000 sq. ft.
Broadcast or Recording Studio	0.125 per 1,000 sq. ft.	0.02 per 1,000 sq. ft.
Business or Trade School	0.1 per classroom	1 per classroom
Commercial Service	Capacity of more than 500 = 4 spaces plus 1 space per 500-person capacity	0.25 per 1,000 sq. ft.
Eating & Drinking Places	0.125 per 1,000 sq. ft.	0.25 per 1,000 sq. ft.
Entertain. & Spectator Events	500 seats or less = 4 spaces More than 500 seats = 10 spaces	500 seats or less = 1 space per 125 seats More than 500 seats = 4 spaces plus 1 space per 250 seats
Financial Service	0.125 per 1,000 sq. ft.	0.25 per 1,000 sq. ft.
Lodging	1 per 40 rooms	1 per 40 rooms; minimum 2 spaces
Office	0.125 per 1,000 sq. ft.	0.02 per 1,000 sq. ft.
Parking, Non-Accessory	None	1 per 25 motor vehicle spaces
Retail Sales	0.125 per 1,000 sq. ft.	0.25 per 1,000 sq. ft.
Sports and Rec., Participant		

4.5.2 FLOOR AREA USED FOR BICYCLE PARKING

Areas within a building that are used to provide bicycle parking that complies with the bicycle parking design and location requirements of this section will not be counted as floor area for the purpose of calculating motor vehicle parking requirements.

4.5.3 GENERAL BICYCLE PARKING DESIGN AND LOCATION REQUIREMENTS

All bicycle parking spaces are subject to the following general design and location requirements.

- A. Bicycle parking spaces must be illuminated if accessible to users after dark.
- B. Bicycle parking spaces must be located to be readily visible by the public or by building users, except in the case of Class A parking spaces located in secure areas accessible only to employees, staff or residents;
- C. Bicycle parking spaces must be accessible without climbing stairs, going up or down a slope of more than 12%, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.
- D. All bike racks must be located at least 2 feet in all directions from any obstruction, including other bike racks, walls, doors, posts, or columns.
- E. Nonresidential uses may use up to 2 required automobile parking spaces as space for providing bicycle parking.
- F. All required bicycle parking spaces must have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet.

4.5.4 DESIGN AND LOCATION OF CLASS A BICYCLE PARKING SPACES

In addition to the general bicycle parking design and location requirements of [135-4.5.3](#), all required Class A bicycle parking must meet the following requirements:

- A. Class A bicycle parking spaces may not be in dwelling units or on dwelling unit balconies.
- B. Unless clearly visible from the main building entrance, a sign indicating the location of all Class A bicycle parking spaces must be prominently displayed near the main entrance to the building or facility, and additional signs must be provided as necessary to ensure easy way-finding. A “bicycle parking” sign must also be displayed on or adjacent to any indoor room or area designated for bicycle parking.
- C. Class A bicycle parking spaces must protect the entire bicycle, its components and accessories against theft and inclement weather, including wind-driven rain and snow. Acceptable forms of protection include (i) individual bicycle lockers, (ii) attended parking areas, (iii) monitored parking areas, (iv) restricted-access parking areas, or (v)

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other comparable arrangements approved by the community development director.

- D.** Except in the case of bicycle lockers with a separate access door for each bike or attended facilities, all Class A bicycle parking spaces must be designed to allow bicycles to be securely locked to a bicycle rack.

4.5.5 DESIGN AND LOCATION OF CLASS B BICYCLE PARKING SPACES

In addition to the general bicycle parking design and location requirements of [135-4.5.3](#), all required Class B bicycle parking must meet the following requirements:

- A.** Class B bicycle parking must be visible from the main public building entrance and be at least as conveniently located as the most convenient non-disabled motor vehicle parking space serving the subject use. If no motor vehicle parking is provided, Class B bicycle parking spaces must be located within 75 feet of a building entrance.
- B.** Class B bicycle parking spaces must be located on private property unless the city engineer approves a location within the public right-of-way.
- C.** Class B bicycle parking spaces must be provided in the form of bike racks that comply with the city's "Bike Rack Policy."

135-4.6 Use of Off-Street Parking⁴

4.6.1 Required off-street parking spaces are intended to serve residents, tenants, patrons, employees, or guests of the principal use. Required off-street parking areas may be used solely for the temporary parking of licensed motor vehicles in operating condition.

4.6.2 Required off-street parking spaces may not be used for the storage, display or sale of goods equipment or materials. No motor vehicle repair work of any kind is permitted in a required parking space.

4.6.3 Required spaces may be used for electric vehicle charging.

135-4.7 Location of Off-Street Parking

4.7.1 GENERAL

Except as otherwise expressly stated in this article, required off-street parking areas must be located on the same lot as the use they are required to serve.

4.7.2 N DISTRICT AND RESIDENTIAL PARKING

All required parking in any N district, and all required

parking on a lot occupied by no more than one or 2 dwelling units, must be outside the required street setback and surfaced in accordance with the applicable regulations of section [135-4.9](#).

4.7.3 VEHICLE DISPLAYS

No vehicle may be displayed for sale, rental or hire in the required street setback except upon an improved parking or driveway area.

4.7.4 OFF-SITE PARKING

A. When Allowed

All or a portion of required off-street parking for nonresidential uses may be provided off-site, in accordance with the regulations of this section. Required accessible parking spaces (see section [135-4.8](#)) and required parking for residential uses may not be located off site.

B. Location

Off-site parking areas must be located within a 750-foot radius of the use served by such parking, measured between the nearest public entrance door of the use to be served and the outer perimeter of the furthest parking space within the off-site parking lot.

C. Required Zoning or Conditional Use Approval

Off-site parking lots are allowed only:

1. In zoning districts that permit non-accessory parking;
2. In districts that allow the principal use to be served by the off-site parking spaces; or
3. In districts where non-accessory parking and the use to be served by the parking are not allowed, when the off-site parking will be on an abutting lot and the proposal has been approved through the conditional use permit procedures of section [134-6.4](#).⁵

D. Design

Off-site parking areas must comply with all applicable parking area layout and design regulations of section [135-4.9](#).

E. Control of Off-Site Parking Area

The property to be occupied by off-site parking spaces must be under the same ownership as the lot containing the use to be served by the parking. The off-site parking area may be under separate ownership only if an agreement is provided guaranteeing the long-term availability of the

⁴ This section is new.

⁵ This is proposed as a replacement for the provisions of Sec. 134-1377(f)(8)

parking, commensurate with the use served by the parking. The agreement must be filed of record in the Polk County recorder's office. Off-site parking privileges remain in effect only as long as the agreement, binding on all parties, remains in force. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this article.

135-4.8 Accessible Parking

Accessible parking facilities (for persons with disabilities) must be provided in accordance with all applicable state regulations.

135-4.9 Parking Layout and Design

4.9.1 APPLICABILITY

The parking layout and design regulations of this section apply to all off-street parking lots for motor vehicles, whether containing required parking spaces or non-required parking spaces.

4.9.2 ACCESS DRIVES

All off-street parking areas must be served by a paved access drive.

4.9.3 PARKING STALL SIZE

A. Compact Spaces

Up to 25% of the parking spaces in parking lots containing more than 6 parking spaces may be designated and designed as compact parking spaces. Compact parking spaces must be at least 7.5 feet in width and 16 feet in length. When compact parking spaces are used, at least 75% of the total number of parking spaces provided must be standard-size parking spaces.

B. Standard Spaces

All standard (non-compact) parking spaces must be at least 9 feet in width and 17 feet in length.

C. Universal Spaces

Universal-size parking spaces may only be used in parking lots containing more than 10 parking spaces. When universal size parking spaces are used, no compact spaces are allowed. All universal parking spaces must be at least 8.5 feet in width and 17 feet in length.

4.9.4 PARKING LOT GEOMETRICS

Parking areas must be designed in accordance with the regulations of [Table 4.9-1](#), which shows minimum dimensions for various parking layouts (angles). Requirements for layouts or angles not shown in [Table 4.9-1](#) may be interpolated from the layouts shown, as

approved by the community development director.

TABLE 4.9-1. PARKING LOT GEOMETRICS

Stall Type	A Stall Angle	B Stall Width	C Stall Length	D Aisle Width
Compact	0°	7.5	18.0	12.0
Standard		9.0	20.0	12.0
Universal		8.5	20.0	12.0
Compact	45°	7.5	16.0	12.0
Standard		9.0	17.0	11.0
Universal		8.5	17.0	12.0
Compact	60°	7.5	16.0	16.0
Standard		9.0	17.0	15.0
Universal		8.5	17.0	16.0
Compact	75°	7.5	16.0	21.0
Standard		9.0	17.0	20.0
Universal		8.5	17.0	21.0
Compact	90°	7.5	16.0	24.0
Standard		9.0	17.0	22.0
Universal		8.5	17.0	23.0

4.9.5 MARKING

The location of each parking space must be identified by surface markings or other effective means and be maintained so as to be readily visible at all times.

4.9.6 TANDEM PARKING

Tandem parking spaces may be used to satisfy off-street parking requirements for household living uses when the parking spaces are assigned to the same dwelling unit. Tandem parking spaces may be used to satisfy off-street parking requirements for other use types when an attendant is on duty during all hours of operation of the subject use.

4.9.7 SURFACING

- A.** All off-street parking areas and access drives must be surfaced and maintained with an asphaltic or Portland cement binder concrete or other dustless, all-weather surface approved by the community development director.
- B.** Non-required parking areas located in the rear yard of lots occupied by one- or 2-unit residential buildings are exempt from the parking area surfacing requirements of this section.
- C.** Pavement areas shall consist only of necessary drives, walkway paths, and parking spaces; all other areas shall be landscaped. Excessive pavement shall be avoided.

135-4. PARKING

Stacking Spaces

4.9.8 CURBS AND BARRIERS

Curbs or similar barriers approved by the community development director must be provided to prevent motor vehicles from encroaching into required setbacks and landscape areas, as follows:

- A. All open off-street parking areas must provide a 6-inch curb or approved wheel barrier when abutting required setbacks, landscape areas and adjoining property lines.
- B. Wheel barriers must be located at least 2 feet from the edge of pavement or the area to be protected from encroachment.

4.9.9 VERTICAL CLEARANCE

All required parking spaces must have overhead vertical clearance of at least 7 feet.

4.9.10 LIGHTING

- A. All lighting used to illuminate off-street parking areas must use full-cutoff directional lighting to prevent glare and light spillover onto streets and abutting N-zoned lots.
- B. The maximum horizontal illuminance at grade and the maximum vertical illuminance at 5 feet above grade measured at the property line may not exceed Illuminating Engineering Society of North America (IESNA) recommended practices for light trespass (0.5 footcandles for residential, 2.0 footcandles for commercial).
- C. Light standards within parking lots may not exceed 20 feet in height.

4.9.11 LANDSCAPING

See [Chapter 135, Article 5](#) for landscape and screening regulations.

135-4.10 Stacking Spaces

4.10.1 SPACES REQUIRED

In addition to the parking required for each use, establishments with drive-through facilities must provide stacking spaces for each drive-through station as indicated in [Table 4.10-1](#).

TABLE 4.10-1. STACKING SPACE REQUIREMENTS	
Use	Minimum Spaces (per lane)
Automated teller machine	2 (measured from ATM)
Bank	3 (measured from service area)
Car wash, automated or customer-operated	2 (measured from vehicle entrance)

TABLE 4.10-1. STACKING SPACE REQUIREMENTS

Use	Minimum Spaces (per lane)
Car wash, attendant hand wash	3 (measured from vehicle entrance)
Drug store	2 (measured from pick-up window)
Restaurant drive-through	3 (measured from order board)
Kiosks	2 (measured from service window)
Other	As approved by community development director

4.10.2 DIMENSIONS

Each lane of stacking spaces must be at least 8 feet in width and at least 17 feet in length. Stacking lanes must be delineated with pavement markings.

4.10.3 LOCATION AND DESIGN

- A. Stacking lanes must be located on the subject property. They may not be located within required driveways or drive aisles, parking spaces or loading areas and may not interfere with access to parking and ingress and egress from the street.
- B. See also [135-1.19.3](#) for additional regulations associated with the accessory structure.

4.10.4 PEDESTRIAN ACCESS

The principal pedestrian access to the entrance of the use from a public sidewalk may not cross the drive-through facility stacking lane.

135-4.11 Temporary Parking

4.11.1 Temporary parking for the state fair, Drake Relays, and other events officially designated by the city council are exempt from the parking location, layout and design regulations of this article.

4.11.2 Overflow temporary parking for school athletic events is exempt from the parking location, layout and design regulations of this article provided such parking is restricted to the school grounds.

135-4.12 Loading⁶

4.12.1 APPLICABILITY

Any new construction of a principal building with a gross floor area of 25,000 square feet or more and that is expected to regularly handle materials or

⁶ Current loading regulations require one loading space for first 10,000 sq. ft. of floor area, the one add'l space per

merchandise carried by vehicles rated by the Federal Highway Administration as “heavy duty” (i.e., Class 7 or higher and with a gross trailer weight rating of over 26,000 lbs.), must provide off-street loading facilities.

4.12.2 MINIMUM LOADING SPACE REQUIREMENTS

Uses subject to off-street loading regulations must provide loading spaces in accordance with the minimum requirements of [Table 4.12-1](#).

TABLE 4.12-1. LOADING SPACE REQUIREMENTS

Gross Floor Area (sq. ft.)	Minimum Loading Spaces
0–24,999	0
25,000–49,999	1
50,000–74,999	2
75,000–99,999	3
100,000–249,999	4
250,000+	1 per each add'l 250,000 sq. ft.

4.12.3 ADDITIONAL REGULATIONS

All required and non-required loading areas must comply with the additional regulations of this subsection ([135-4.12.3](#)).

- A.** Loading spaces must have a minimum width of 10 feet and a minimum length of 25 feet, with a minimum overhead clearance of 15 feet.
- B.** No loading space may be located on a front facade.
- C.** Except as expressly allowed in designated commercial loading zones (pursuant to [Sec. 114-607](#) of the municipal code) vehicle maneuvering areas and loading and unloading activities must occur on-site, not within the public right-of-way.
- D.** All loading spaces must be posted with “No Idling” signs.
- E.** All loading areas and access drives must be surfaced and maintained with an asphaltic or Portland cement binder concrete or other dustless, all-weather surface approved by the city engineer.
- F.** See [Chapter 135, Article 5](#) for landscape and screening requirements.

20,000 sq. ft. These provisions are new/revised.

135-4.13 Site Access and Driveways

4.13.1 INTENT

Driveways must be minimized to the extent practical and located to have the least impact on pedestrian and non-motorized transportation accessibility, safety, and comfort.

4.13.2 NUMBER AND LOCATION OF DRIVEWAYS

- A. Quantity.** The number of allowed driveways is established by the building type regulations of [Chapter 135, Article 1](#).
- B. Hierarchy of Drive Locations.** The hierarchy of drive locations is as follows:
 1. Alley. Where an alley exists, driveways must be accessed from the alley.
 2. Non-Primary Street. Where no alley exists, driveways must be accessed from non-primary streets.
 3. Primary Street. Where no alley and no non-primary street exists, driveway may be accessed from a primary street.
 4. Exception. Alternative driveway locations may be approved in accordance with the type 1 design exception procedures of section [135-6.2.2](#).
- C. Shared Driveways.** Shared driveways between abutting lots are encouraged.
- D. Driveways and Curb Cuts.** Applicants must comply with curb cut specifications issued by the city engineer.
- E. Circular Drop-Off Drives.** Where permitted by building type, circular drop-off drives are permitted on lots with a minimum width of 100 feet, with front yards at least 20 feet deep.

4.13.3 DIMENSIONS & DESIGN

- A. Curb Cuts and Driveway Width at Property Line.** The following widths apply to all driveways at any street or alley entrance.
 1. Maximum Width. Maximum driveway width shall be 22 feet, measured at the right-of-way and not including curb radii, unless otherwise approved by the city engineer.
 2. N and NX Districts.
 - a. Driveways serving one- and 2-unit buildings must be at least 8 feet in width and no wider than 10 feet within any front yard, except in N1 and N2 district. In N1 and N2, the maximum width is **.14 ft.**

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- b. More than 2-Units. Driveways serving buildings with more than 2 units must be at least 8 feet in width and no wider than 18 feet in any front yard.
3. All Other Districts. Driveways serving all other districts must be at least 10 feet in width if one-way and 20 feet in width if 2-way.

B. Distance Between Curb Cut and Intersections.

For corner lots, the minimum distance permitted between any curb cut and the intersection of the two right-of-way lines shall be 40 feet, unless otherwise approved by the city engineer.

C. Distance Between Two Curb Cuts. The minimum distance between 2 curb cuts shall be 10 feet.

D. Distance from Side Lot Line. A minimum distance of 3 feet from side property lines shall be maintained at the curblines for all curb cuts in all districts other than N and NX districts, unless a shared driveway agreement is in place.

E. Maximum Width at Garages. When a garage door is located on the front facade of the structure, the driveway shall be no more than 2 feet wider than the garage door at any location.

F. Circular Drop-Off Drives. Maximum width of circular drop-off driveways shall be 15 feet. A minimum 5-foot wide landscape area is required between the drop-off drive and the front property line.

G. Intersection with Sidewalks. Where sidewalks cross driveways, the sidewalk paving scoring, pattern, and color, shall continue through the driveway, prioritizing the pedestrian path over the vehicular path.