

## CHAPTER 18 – PARKING AND LOADING STANDARDS

**18.1 EXISTING PARKING.** Any building which meets the parking requirements of this Ordinance on the effective date thereof or at any subsequent time shall continue to comply with all requirements hereof. Any existing building, which partially meets the requirements of this Ordinance on the effective date thereof or any subsequent time shall thereafter continue to comply as nearly with these requirements as the highest degree of compliance reached.

**18.2 OFF STREET PARKING SITE DEVELOPMENT REQUIREMENTS.** All off-street parking areas shall be designed, constructed, and maintained in accordance with the following standards and requirements.

- A. No parking lot shall be constructed until the Zoning Administrator issues a permit therefore.
- B. Before such permit is issued, plans and specifications, location, capacity, size, site, design, surfacing, marking, shall be submitted to the Zoning Administrator showing the lighting, drainage, curb cuts, entrances, exits, and any other detailed features essential to the design and construction of the proposed parking facility.
  - 1) Plans for the layout of off-street parking facilities shall be in accord with the following minimum requirements:

Parking Pattern	Maneuvering Lane Width	Parking Space Width	Parking Space Length
0 degrees - (parallel park)	12 feet	8 feet	23 feet
30 to 53 degrees	12 feet	8 feet 6 inches	20 feet
54 to 74 degrees	15 feet	8 feet 6 inches	20 feet
75 to 90 degrees	20 feet	9 feet	20 feet

- 2) All parking spaces shall be provided access by means of maneuvering lanes. Backing directly onto a street shall be prohibited.
- 3) Adequate ingress and egress to a parking lot lying in an area zoned for other than single-family residential use shall not be across land zoned for single-family residential use.
- 4) The parking space required in Article 25 shall be used only for the parking of vehicles used to service the establishments to which it is accessible by its patrons.
- 5). No business involving the repairs or services to vehicles is permitted the reon, or sale or display thereof, shall be conducted from or upon such premises.

- 6) Not more than two (2) buildings for shelter of attendants shall be erected upon any given parking area and each such building shall not be more than fifty (50) square feet in area and not more than ten (10) feet in height.
- 7) A suitable means of ingress or egress for vehicles to premises used for parking shall be provided, and shall open directly from and to a public street, alley or highway. Exits from parking lots serving nonresidential uses, which are adjoining or opposite property zoned for residential purposes shall not exceed twenty-five (25) feet in width.
- 8) Any increase in effective capacity of any premise use for which off-street parking is required in accordance with this Ordinance shall be accompanied by the provision and maintenance of parking space in proper ratio to the increased capacity.

**18.3 PARKING AND LOADING PROVISIONS.**

- A. In General. Floor area as applied in this section, is that area used or intended to be used for the sale of merchandise or services or for use to serve patrons, clients, or customers, but excluding floor areas which are used or intended for use exclusively for storage, for housing of mechanical equipment integral with the building, hall ways, or utilities or maintenance facilities. Measurement of floor area shall be the sum of the horizontal areas of the several floors of the building, measured from the interior faces of the exterior walls.
- B. Parking Space Requirements The number of required off street parking spaces for new uses or buildings, additions thereto, and additions to existing buildings as specified, shall be determined in accordance with the following minimum parking provisions. Existing businesses and buildings located within the B-2 district as of January 1, 2003, may request a waiver of the requirements of this Section 18.3 as provided in Section, 18.5. For uses not specifically listed, the Zoning Administrator shall determine required parking based on the use(s) most similar in terms of parking demand, and/or refer to *Parking Generation*, Institute of Transportation Engineers, or a similar authority.

<b>1) Residential:</b>	
Single-family dwellings	Two (2) parking spaces for each family dwelling unit.
Multiple family dwellings	One and one-half (1-1/2) parking spaces per dwelling unit.
Manufactured Housing Community	One and one-half (1-1/2) parking spaces per mobile home unit.
Group and Commercial Day Care	One parking space for each six (6) children plus two (2) visitor spaces.

<b>2) Commercial:</b>	
Boarding/Lodging Houses	One (1) parking space for each individual living or sleeping unit plus two (2) spaces for operating personnel.
Campgrounds	One (1) parking space for each campsite plus one (1) for each two employees.
Restaurants and similar facilities.	One (1) parking space for each three (3) persons permitted as determined by the Fire Marshall, plus one (1) parking space for each two (2) employees.
Service Stations	One (1) parking space for repair and service stall, plus one (1) space for each employee on each shift. Spaces at fuel pumps shall not be counted.
Service and Commercial facilities, such as contractors, showrooms, building and lumber yards, greenhouses, and similar facilities.	One (1) space for each eight hundred (800) square feet of floor space.
Mortuary	One (1) parking space for each twenty-five (25) square feet of floor area in the viewing rooms, parlors, chapels or individual funeral service rooms.
General Retail Stores and Personal Service Establishments,	One (1) parking space for each three hundred (300) square feet of floor area.
Hotels and Motels	One (1) parking space for each sleeping unit, plus one (1) parking space for each employee in the largest shift, plus 75% of the parking requirement for a restaurant, if applicable.
Places of Public Assembly	One (1) parking space for each three (3) seats in all public meeting spaces.

<b>3) Office:</b>	
Office, General Office	One (1) space for each four hundred (400) square feet of floor area.
Clinics and medical practices, including animal clinics	Four (4) spaces for each doctor, plus one (1) for each employee.

<b>4) Industrial</b>	
Light Industry	One (1) parking space for each employee in the largest shift, plus ten (10) parking spaces for visitor parking purposes.

<b>5) Institutional</b>	
Churches	One (1) parking space for each four (4) seats.
Elementary and Junior High Schools	One (1) parking space for each school employee, plus ten (10) parking spaces for visitor parking.
High Schools and Colleges	One (1) parking space for each employee, plus ten (10) parking spaces for visitor parking plus one (1) parking space for each ten students in addition to the requirements for any place of public assembly, such as an auditorium.
Government Buildings	One (1) parking space for each eight hundred (800) square feet of floor area, plus one (1) parking space for each two employees.
Golf Courses	Four (4) spaces per hole, plus one (1) for each employee.

C. Off Street Parking Nothing in this section shall be construed to prevent collective provisions of off-street parking facilities for two (2) or more buildings or uses, provided collectively such facilities shall not be less than the sum of the requirements for the various individual uses computed separately in accordance with the preceding table; provided further, that the total of such off-street parking facilities required for joint or collective use may be reduced by the Planning Commission in accordance with the following standards:

- 1) Uses for which the collective off-street parking facilities are to serve do not operate during the same hours of the day, or night.
- 2) Not more than fifty percent (50%) of the off-street parking facilities required for theaters, churches, bowling alleys, dance halls, and establishments for sale and consumption of alcoholic beverages, food, or refreshments may be supplied by off-street parking facilities provided for other buildings.

- 3) The required off-street parking for a particular use may be reduced by its proportionate share of any public owned parking lot within three hundred (300) feet of street travel.

**18.4 REQUIRED OFF STREET LOADING SPACE.** On the same premises with every building structure or part thereof, erected, enlarged or changed in use for that involve the routine receipt or distribution by vehicles of materials or merchandise, there shall be provided and permanently maintained adequate space for off-street standing, loading, and unloading services in order to avoid undue interference with public use of the streets or alleys and thus, help relieve traffic congestion. Accessory off-street loading spaces shall be not less than twelve (12) feet in width, twenty-five (25) feet in length, and fourteen (14) feet in height, whether open or enclosed.

**18.5 PRE-EXISTING BUSINESSES AND BUILDINGS.** The requirements of Section 18.3 may be waived by the Planning Commission, as follows:

- A. Application Required. An applicant for site plan approval may append to the application a request for a waiver of the parking requirements of Section 18.3 only for buildings and businesses in existence as of January 1, 2003 located within the B-2 District. New buildings and businesses proposed within the B-2 district after January 1, 2003 shall comply with the provisions of Section 18.3.
- B. Alternative Parking Arrangements and Substantial Compliance. The Applicant shall demonstrate the extent to which the requirements of Section 18.3 can be met in the proposed site plan and the reasons that full compliance cannot be achieved.
- C. Review and Approval. The Planning Commission shall review each request for a waiver under this section, and may approve such waiver if it finds:
  - 1) Adequate alternative parking arrangements are available to serve the proposed use or business.
  - 2) The waiver of the parking requirements of Section 18.3 shall not result in significant conflicts in land uses in the vicinity.
  - 3) The requested waiver shall not act to provide a competitive advantage to the applicant when compared to similar businesses within the B-2 district.