

Article 7 | Parking and Loading

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Sec. 7.1 Purpose

The purpose of this section is to provide adequate parking for all uses by establishing standards for motorized vehicle parking, bicycle parking and loading areas.

Sec. 7.2 General Requirements

Paragraphs:

7.2.1	Applicability
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7.2.3	Vehicle Parking Permitted in Residential Districts and Uses
7.2.4	Use of Nonresidential Parking Spaces
7.2.5	Calculation of Spaces

7.2.1 Applicability

The parking standards of this Article shall apply to:

- A. All proposed new Development, and redevelopment of a Site covering more than fifty (50) percent of a Site.
- B. Changes of use in existing Development that require more parking spaces under this Section than were required for the prior use.
- C. Expansion of an existing use or any addition of a new use to an existing Development, as follows:
 1. For a Site where the cumulative expansion of Gross Floor Area is less than ten (10) percent of the existing Gross Floor Area, no requirement to comply with this Article;
 2. For a Site where the cumulative expansion of Gross Floor Area is between ten (10) and fifty (50) percent of the existing Gross Floor Area, only the expansion area shall meet the requirements of this Article; or

3. For a Site where the cumulative expansion is greater than fifty (50) percent of the existing Gross Floor Area, the entire Site shall meet the requirements of this Article.

- D. Any change to a Site's Parking Area configuration and/or the number of On-Site parking spaces provided by a Site shall be approved by the Director pursuant to the Site Plan Review process, Sec. 3.8.

7.2.2 Facilities Required

- A. Parking facilities for motorized vehicles and bicycles shall be provided for all uses, except as otherwise noted.
- B. Required parking for uses not identified or defined shall be determined by the Director based on similar uses listed in this Section.

7.2.3 Vehicle Parking Permitted in Residential Districts and Uses

- A. Other than townhouses and apartments, residential uses shall only utilize the Site's designated driveways or parking spaces for On-Site parking, and parking shall not occur in a front-yard area. Except for driveways, no additional curb cuts or vehicle access points shall be permitted. Parked vehicles shall not block pedestrian walkways.
- B. Except as specified below, vehicles parked in residential areas shall not exceed thirty-five (35) feet in overall length, eight (8) feet in width or twelve (12) feet in height.
- C. Recreational vehicles such as boats, RVs, camper trailers, and utility trailers shall be stored off the Street and shall be located to the rear of the primary Structure. Multifamily Developments may designate a specific area on a Site Plan for Recreational Vehicle and trailer parking for residents of the Development.

7.2.4 Use of Nonresidential Parking Spaces

- A. Required parking spaces shall not be used for the storage or sale of merchandise, vehicle storage, vehicles for sale, or vehicle repair. Non-required spaces proposed for these uses shall be designated on a Site Plan.
- B. Any area designated for required Off-Street parking shall not be changed to another use until other parking facilities in conformance with this section are established elsewhere to serve the Site.

7.2.5 Calculation of Spaces

- A. In residential districts in which garage space is shown on a Site Plan, the garage space shall count towards the required parking.
- B. Requirements for the number of parking spaces for motorized vehicles and bicycles for each use are listed below in this Section. The requirements may result in the

calculation of a fractional parking space, which shall be treated as follows:

1. If the fraction is less than 0.5, the fraction shall be deleted. If the fraction is 0.5 or greater, the fraction shall count as one parking space.
2. If the calculation results in a number less than two, then the minimum requirement shall be two spaces, unless:
 - a. The parking is in addition to existing parking areas; or
 - b. A different minimum requirement is specified.

Sec. 7.3 Required Parking

Paragraphs:

- 7.3.1 Required Motorized Vehicle and Bicycle Parking**
- 7.3.2 Parking for Individuals with Physical Disabilities**

7.3.1 Required Motorized Vehicle and Bicycle Parking

A. Required Parking Spaces

1. Space requirements for Off-Street motor vehicle and bicycle parking spaces are provided for all uses in Table 7.3.1-A.
2. Buildings with multiple primary uses shall calculate parking based on the standard for each use in the Building.

Parking Rate Table 7.3.1-A

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
AGRICULTURAL USES			
Agriculture	All agriculture	1 acre or less: None; Greater than an acre: 1 per Site + 1 per 1,000 SF enclosed floor area	No spaces required
RESIDENTIAL USES			
Household Living	Single-Family	2 per unit	No spaces required
	Multi-Family	Studio/1 bedroom: 1 2 bedrooms: 1.5 3 bedrooms: 2	1 per 10 units

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
		4+ bedrooms: 2.5	
Group Living	All Group Living, except as listed below	1 per 4 beds	Dormitories: 1 per 10 beds
	Boarding House, Rooming House	1 per bed	1 per 3 bedrooms
	Assisted Living Facility	0.75 per bed/bedroom	2% of required MV parking, minimum 2 spaces
	Independent Living Facility	1 per unit	1 per 20 units, minimum 4 spaces
CIVIC USES			
Community Service	All community service	1 per 500 SF floor area	2% of required MV parking, minimum 2 spaces
	Auditoriums	1 per 200 SF floor area available for seating in places of assembly, minimum 20 spaces	1 per 2,000 SF floor area available for seating in places of assembly, minimum 2 spaces
	Clubs and lodges	1 per 100 SF floor area	1 per 5,000 SF floor area, minimum 2 spaces
	Museums	1 per 300 SF floor area	1 per 3,000 SF floor area, minimum 2 spaces
Day Care	All Day Care	1 per 300 SF floor area	2% of required MV parking, minimum 2 spaces
Educational Facilities	All educational facilities	1 per 4 students	2% of required MV parking
Government Facilities	All Government Facilities, except as listed below	1 per 300 SF floor area	1 per 3,000 SF floor area, minimum 4 spaces
	Correctional facilities, jail, prison	1 per 300 SF office area + 1 per 5 beds	1 per 5,000 SF office area, minimum 4 spaces
Medical Facilities	All medical facilities including offices, except as listed	1 per 250 SF floor area	1 per 5,000 SF floor area, minimum 2 spaces

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
	below		
	Medical laboratory	1 per 500 SF floor area	1 per 10,000 SF floor area, minimum 2 spaces
	Hospital	1 per bed	2% required MV parking
Parks and Open Areas	All Parks and Open Areas, except as listed below	1 per 200 SF floor area	20% of provided motor vehicle parking, minimum 4 spaces
	Court, Basketball	4 per court	0.25 spaces per court
	Court, Tennis	2 per court	0.25 spaces per court
	Dog Park	1 per 1,000 SF of outdoor enclosed area	No spaces required
	Athletic Field	15 per field	2 per field
	Picnic shelter	1 per table	0.25 spaces per table
	Playground	1 per 1,000 SF	20% of provided MV parking, minimum 4 spaces
	Recreation center	1 per 300 SF floor area	1 per 2,000 SF, minimum 4 spaces
	Swimming Pool	10 per pool	1 per 2,000 SF, minimum 4 spaces
Passenger Terminals	All passenger terminals	1 per 300 SF waiting floor area	5% of required MV parking, minimum 8 spaces.
Places of Worship	All places of worship	1 per 100 SF floor area in assembly area(s)	2% of provided MV parking, minimum 2 spaces
Social Service Institutions	All social service institutions	0.50 per bed	1 per 5,000 SF floor area, minimum 2 spaces
Utilities	All utilities, except as listed below	1 per 1,000 SF enclosed floor area	2 spaces, where MV parking is required
	TV/HDTV/AM/FM broadcast facility	1 per 300 SF enclosed floor area	1 per 10,000 SF enclosed floor area
COMMERCIAL USES			
Indoor Recreation	All indoor recreation, except as listed	1 per 250 SF enclosed floor area	1 per 2,500 SF enclosed floor area, minimum 2 spaces

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
	below		
	Adult establishment, electronic gaming operation, bar, nightclub, movie or theater	1 per 100 SF of floor area	Movie or Theatre: 1 per 1,000 SF of seating area Others: 1 per 2,000 SF floor area, minimum 2 spaces
Outdoor Recreation	All outdoor recreation, except as listed below	1 per 500 SF of enclosed floor area + 1 per 1,000 SF of outdoor use area	5% of required motor vehicle parking, minimum 4 spaces
	Campground, summer camp	1 per campsite + 1 per employee	5% of required MV parking
	Clubhouse and/or pool accessory to a residential development	All other applicable districts: 1 per 200 SF of pool area or clubhouse area, whichever is greater	5% of required motor vehicle parking, minimum 4 spaces
	Firing range, outdoor such as rifle range, archery, skeet, handgun	1 per firing position, minimum 5 spaces	No spaces required
	Golf course, driving range, country club (see "restaurants" for additional parking requirements associated with eating facilities)	27 per nine holes + 1 per 500 SF floor area	2% of required MV parking
	Stadium or arena, commercial amphitheater, ballfield	1 per 4 seats	1 per 30 seats, minimum 4 spaces, maximum 30 spaces.
Medical Marijuana	Dispensary	1 per 300 SF floor area	1 per 5,000 SF floor area, minimum 4 spaces
	Cultivation Facility	1 per 1,000 SF floor area	1 per 5,000 SF floor area, minimum 4
Office	All Office uses	1 per 300 SF floor area	1 per 5,000 SF floor area, minimum 2 spaces

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
Overnight Accommodations	All overnight accommodations, except as listed below	1 per room + 1 per 200 SF conference/banquet/restaurant	1 per 15 rooms + 1 per 2,000 SF conference/banquet/restaurant
	Bed and breakfast establishment	1 per guest room + 2 per owner/manager	No spaces required
	Social Service Institution	1 per 250 SF floor area	1 per 2,500 SF floor area
Restaurants	All Restaurants	1 per 100 SF	1 per 2,000 SF floor area, minimum 2 spaces
Retail Sales and Service	All Retail Sales and Service, except as listed below	1 per 300 SF floor area	1 per 5,000 SF floor area, minimum 4 spaces
	Animal hospital, kennel, or veterinarian	1 per 250 SF enclosed floor area	1 per 10,000 SF floor area, minimum 2 spaces
	For developments with more than one business: Storage used as general storage for the facility	1 per 1,000 SF floor area	No spaces required
	Outdoor Market	1 per 300 SF vendor area	5% of required MV parking
	Repair-oriented services such as appliance, bicycle, computer, gun, jewelry, etc.	1 per 500 SF floor area	1 per 10,000 SF floor area, minimum 2 spaces
Self-Service Storage	All Self-service Storage	1 per 100 storage units, minimum 5 spaces	1 per 750 storage units, minimum 2 spaces
Vehicle Sales and Service	All Vehicle Sales and Service, except as listed below	3 per service bay	1 per 20 employees, minimum 2 spaces
	Car Wash	2 per wash bay	1 per 20 employees, minimum 2 spaces

Use Category	Specific Use	Motor Vehicle (MV) Spaces	Minimum Bicycle Parking
	Vehicle Sales, Leasing or Rental; Manufactured Housing Sales	1 per 500 SF enclosed floor area	1 per 20 employees, minimum 2 spaces
INDUSTRIAL USES			
Light Industrial Service	All Light Industrial Service, except as listed below	1 per 1,000 SF floor area	1 per 20,000 SF floor area, minimum 2
	Research and Development	1 per 250 SF floor area of office space + 1 per 1,000 SF floor area of laboratory + 1 per 5,000 SF floor area for greenhouses and other material or mechanical storage areas	1 per 5,000 SF office floor area, minimum 2 spaces + 1 per 20,000 SF floor area non-office, minimum 2 spaces
Warehouse and Freight Movement	All Warehouse and Freight Movement	1 per 5,000 SF of floor area	2% of required MV parking, minimum 2 spaces
Waste-Related Service	All waste-related services	1 per 500 SF enclosed floor area + 1 per 5,000 SF outside storage area	2 spaces required
Wholesale Trades	All Wholesale Trade	1 per 5,000 SF floor area	1 per 20,000 SF floor area, minimum 2 spaces
Heavy Industrial	All Heavy Industrial	1 per 1,000 SF enclosed floor area	2 spaces required
	Wrecking, Junk or Salvage Yard	1 + 1 per 10,000 SF of yard area	2% of required MV parking

7.3.2 Parking for Individuals with Physical Disabilities

Off-Street parking spaces for individuals with physical disabilities shall be provided as required by the City’s adopted Building Code.

Sec. 7.4 On-Site Parking Reductions

Paragraphs:

- 7.4.1 Development Standard Modification Option**
- 7.4.2 Off-Site Parking Allowance**
- 7.4.3 Other Parking Reductions**

7.4.1 Development Standard Modification Option

An Applicant may request a modification to the required parking standards of this Article through Sec. 6.4.8, Development Standard Modification Option (“DSMO”), as follows:

- A. Process - A DSMO request shall follow the process defined in Sec. 3.9, Development Standard Modification Option.
- B. Applicability – A DSMO request for a Parking Area modification may be made for a proposed new Development or redevelopment of a Site; changes of use in existing Development; or any physical and material expansion of an existing use. A DSMO for a Parking Area may reduce the required parking spaces up to thirty (30) percent for one or more of the following types of Developments:
 1. Combined residential and nonresidential Development in a single structure or unified Site;
 2. A Site within 1,320 feet (one-fourth mile) of a transit stop or public parking facility;
 3. A Site including care services or housing Developments for the elderly or individuals with physical disabilities;
 4. A Site that can accommodate shared parking arrangements for uses with alternate hours of operation and peak parking demand times;
 5. A Place of Worship use where the parking modification will accommodate weekend and evening parking demand; or
 6. The Applicant can demonstrate the Site has a special condition that will reduce its parking demand. For purposes of this Section, a special condition may include, but is not limited to, the nature of the proposed use, or transportation characteristics of persons residing, working, or visiting the Site.
- C. Approval Criteria – The Director may approve a Parking Area DSMO that meets the following criteria:
 1. The zone permits the proposed use;
 2. All required parking is provided On-Site or at an Off-Site location approved pursuant to Sec. 7.4.2;
 3. The Applicant provides an Alternative Parking Plan pursuant to Sec. 7.4.1.D that justifies the parking space reduction;
 4. The use will adequately be served by the proposed parking;
 5. The request does not result in a reduction greater than thirty (30) percent of required parking in accordance with Sec. 7.3, Required Parking.

6. Parking demand generated by the Site will not exceed the capacity of or have a detrimental impact on the supply of On-Street parking in the surrounding area;
 7. Site access and traffic circulation are not obstructed;
 8. Accessible parking spaces required by the City of Nogales have not been reduced or eliminated;
 9. Vehicular access, drive-through traffic and habitual parking in adjacent commercial Development and residential neighborhoods is deterred;
 10. For multiple or mixed-use Developments, the Site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times; and
 11. The request does not create light intrusion into residential uses or zones is not created.
- D. Alternative Parking Plan – The Applicant shall provide the Director a sealed Alternative Parking Plan (“APP”) prepared by a licensed engineer with expertise in transportation, as follows:
- a. The APP shall be prepared using at least one of the following criteria:
 - a. Collection of data or studies of similar Sites and uses;
 - b. Comparisons to minimum standards in national published data sources such as Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data sources;
 - c. Comparisons to minimum requirements of similar municipalities; or
 - d. Other criteria acceptable to the Director.
 - b. The APP shall contain the following:
 - a. Number of required and proposed parking spaces. Indicate the data source used in establishing the number of proposed parking spaces;
 - b. Location of parking spaces, including accessible parking spaces;
 - c. Existing and proposed Site conditions and Uses, including any available On-Street parking;
 - d. Site access and traffic circulation patterns;
 - e. Estimated parking demand for the use(s), using any available existing parking generation studies from the Institute of Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. If appropriate parking demand studies are not available, the

Director may require the applicant to conduct a parking demand survey of a development similar to the proposed;

- f. A description of any other characteristics of the Site or measures being undertaken that could result in reduced parking demand, including staggered work shifts, telecommuting, transit stations, or similar programs;
- g. Location and distance from the Site to existing residential neighborhoods;
- h. Availability, location, and distance to alternate modes of transportation;
- i. Hours of operation and peak use time(s) of each use;
- j. For Sites with two or more uses, a demonstration that:
 - i. The peak hours for each use do not overlap; and
 - ii. The proposed amount of parking is sufficient to accommodate the anticipated demands for each of the uses at peak hour.
- k. Evidence that all required parking for the proposed uses will either be On-Site or at an approved Off-Site parking location pursuant to Sec. 7.4.2, Off-Site Parking Allowance;
- l. Existing and proposed shared parking agreements, when applicable. The shared parking agreement must be prepared in a manner acceptable to the Director; and
- m. Any other information deemed appropriate by the Director.

7.4.2 Off-Site Parking Allowance

A proposed Development can satisfy up to seventy-five (75) percent of its Sec. 7.3, Required Parking requirements by providing Off-Site parking spaces that are not located on the Development, as follows:

- A. The use of Off-Site parking spaces to satisfy On-Site parking requirements may be used in conjunction with an approved DSMO that reduces On-Site parking requirements, but notwithstanding any reductions in this Section, a Development shall provide On-Site parking of at least twenty-five (25) percent of the Sec. 7.3 Required Parking spaces as calculated before any reductions have been applied.
- B. An Off-Site parking request shall be made as part of the Site Plan review process, Sec. 3.8, for any Development, redevelopment, changes of use in an existing Development, or any physical expansion of an existing use. An Off-Street Parking request may also be

made as part of a DSMO request process pursuant to Sec. 3.9. The Applicant shall provide written justification that meets the below approval criteria.

- C. The Director may approve a request to allow for Off-Site Parking that meets the following criteria:
1. All required handicapped accessible parking spaces shall be provided On-Site;
 2. The parking area providing the Off-Site vehicle parking spaces is no more than 1,320 linear feet (one-fourth mile) walking distance to the property line of the Site along an existing or proposed public or private (with pedestrian access agreement) paved, handicapped accessible route;
 3. The walking route to and from the Off-Site parking area does not cross a Major Street or freeway, unless controls are existing or proposed to allow for the pedestrian crossing;
 4. Crossings of right-of-way shall be at-grade at appropriate intersections and not mid-block;
 5. The spaces provided by the Off-Site parking area are in excess of the minimum parking requirements for that Site as defined in Sec. 7.3, Required Parking, including any other obligations to provide Off-Site Parking through separate agreements;
 6. The Record Owners of the Site and the Off-Site parking area shall enter into a written lease agreement or easement to allow the Off-Site parking. The written agreement shall be in a form acceptable to the City Attorney; and
 7. Residential parking areas cannot serve as Off-Site parking for non-residential uses.

7.4.3 Other Parking Reductions

- A. On-Street Parking – On-Street parking spaces may count towards a Site’s Required Parking Spaces in Sec. 7.3 pursuant to the following conditions:
1. No more than five (5) On-Street parking spaces may count towards a Site’s Required Parking Spaces requirement;
 2. Only On-Street parking spaces adjacent to, and on the same side of the Street as, a Site may count towards that Site’s Required Parking Space requirement; and
 3. On-Street parking used for a Site’s Required Parking Space requirement shall remain available for general use subject to public parking standards.
- B. In-Lieu Fee – A proposed Development can satisfy up to fifteen (15) percent of its parking requirements of Sec. 7.3, Required Parking by paying the City parking in-lieu fee in an amount established by the Mayor and Council that shall be used by the City for the

installation of public bicycle parking facilities, improvements to public right-of-way streetscapes, or the construction of City-owned public parking facilities.

- C. Historic Structures - Non-residential uses with a parking formula of one space per 300 square feet GFA or less (i.e., fewer spaces required) that occupy a Structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 7.3, Required Parking, provided the historic designation of the contributing structure is maintained.

Sec. 7.5 Parking Area Design Standards

Paragraphs:

- 7.5.1 General**
- 7.5.2 Parking Space Design Standards**
- 7.5.3 Design Standards for Handicapped Accessible Parking**
- 7.5.4 Design Standards for Bicycle Parking**

7.5.1 General

- A. Location of Parking Area - Off-Street parking may be located in any developable area of a Site, excluding any setback or buffer area that specifically prohibits parking.
- B. Access to Spaces - Each required Off-Street parking space shall be accessed directly from only a Parking Aisle or driveway that is designed to provide safe and efficient access to each parking space. Parking spaces shall not be accessed directly from an Alley or Street.
- C. Landscaping - Landscaping in accordance with Article 9, Landscaping and Screening, shall be provided for Parking Areas.
- D. Use of Compact Spaces - Up to twenty-five (25) percent of the Off-Street parking spaces can be sized and designated for compact vehicles, subject to the following:
 - 1. Compact parking spaces shall be signed and/or marked as "Compact."
 - 2. No more than six (6) compact spaces shall be located in any given row of parking.
 - 3. Compact spaces shall not exceed the dimensional standards of this Article.
- E. Marking of Spaces - Nonresidential parking spaces and multifamily parking spaces shall be striped on pavement or designated with some other form of permanent marking.
- F. Valet Parking - Valet parking can be approved as a means of satisfying otherwise applicable Off-Street parking requirements where all of the following standards are met:
 - 1. Adequate assurance of the continued operation of the valet parking, such as a

contractual agreement for valet services or the tenant’s affidavit agreeing to provide such services, is provided.

2. An equivalent number of valet spaces shall be available to replace the required parking spaces. Such valet spaces do not require individual striping and can include the tandem or mass parking of vehicles.
 3. If located Off-Site, valet parking shall meet the requirements of Sec. 7.4.2.
- G. Vacant lots or open land areas, whether public or private, in any residential district shall not be used for parking or storage of vehicles for any use or purpose. Vacant lots or open land areas, whether public or private, in any non-residential district shall not be used for non-residential parking unless the Parking Area meets the requirements of this Section.
- H. The Parking Area of any existing Development may continue to be used in its current configuration except where a public safety hazard exists, may be created, or adjustments in parking space dimensions are required.

7.5.2 Parking Space Design Standards

All parking spaces shall meet the following design standards:

A. Dimensions

1. Parking Space Dimensions

a. Standard Spaces

A required Off-Street parking space shall be at least nine (9) feet in width and eighteen (18) feet in length exclusive of any access drives, aisles or columns.

b. Compact Spaces

A compact vehicle space shall be at least eight (8) feet in width and at least sixteen (16) feet in length, exclusive of access drives, aisles, or columns.

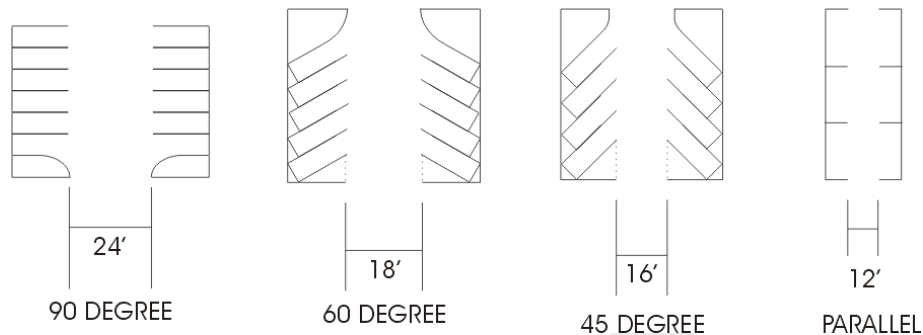
c. Parallel Parking

Parallel parking spaces shall be increased by five (5) feet in length for both regular and compact parking.

2. Parking Aisle Dimensions – Parking Aisles widths shall have the minimum widths as follows:

- a. Twenty-four (24) feet wide for 90-degree parking;
- b. Eighteen (18) feet wide for 60-degree parking;
- c. Sixteen (16) feet wide for 45-degree parking; and
- d. Twelve (12) feet wide for parallel parking.

- e. The angle shall be measured between the centerline of the parking space and the centerline of the aisle. No parking shall be allowed in the aisles.



- 3. Access Lane Dimensions – Access Lanes that do not provide direct access to parking spaces shall have the following minimum widths:
 - a. Twelve (12) feet for one-way Access Lane that is not a fire lane; or
 - b. Twenty (20) feet for two-way Access Lane or one-way Access Lane that is a fire lane.
- 4. The maximum grade permitted for any required parking space shall not exceed eight (8) percent.
- B. Alternative Forms of Compliance – A Parking Area using geometric standards other than those specified in this Ordinance may be approved by the City Engineer if the alternative standards are developed and sealed by a registered engineer with expertise in Parking Area design, and demonstrate that the alternate dimensional standards satisfy Off-Street parking requirements as adequately as would a Parking Area using standard Ordinance dimension.
- C. Site Plan - Parking Area design for nonresidential and multifamily uses shall be approved as part of Site Plan review.
- D. Lighting - Parking Area lighting shall be shielded so that it does not cast direct light beyond the property line. Parking Areas shall be illuminated during night business hours.
- E. Surfacing - All required Parking Areas including Access Lanes and Parking Aisles, except for those associated with single-family detached dwellings, shall be covered with a paved, all-weather surface designed to support anticipated loads and provide proper drainage, as follows.
 - 1. The surface shall be maintained so that traffic may move safely in and out of the Parking Area.
 - 2. Loose material surfaces may be allowed with the approval of the Director and City Engineer, subject to the following:

- a. The loose surface shall be contained with a permanent edging.
- b. When loose material is used, parking blocks are required to designate each parking space when the Parking Area has more than ten parking spaces.
- c. Loose parking surfaces shall not be used in areas that provide handicap accessible parking.

7.5.3 Design Standards for Handicapped Accessible Parking

- A. All Off-Street handicapped accessible parking spaces shall be located in the closest area to a public entrance to the Building but no more than 250 feet from such entrance.
- B. All Off-Street handicapped accessible parking spaces shall be paved in accordance with standards and specifications of the City.
- C. All Off-Street handicapped accessible parking spaces shall be designated by a sign as required by the Building Code.

7.5.4 Design Standards for Bicycle Parking

- A. General Standards - Unless otherwise modified by this Section, all bicycle parking shall meet the following standards:
 1. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.
 2. Bicycle parking locations shall not impede pedestrian or motorized vehicle movement or circulation.
 3. Each bicycle parking space shall be sufficient to accommodate a bicycle at least six (6) feet in length and two (2) feet wide.
 4. Bicycle parking shall remain accessible and not be rendered unusable by fixed or movable objects.
 5. Overhead clearance of any bicycle parking cover, if provided, shall be at least seven (7) feet.
 6. Security racks shall be permanently anchored to a floor, foundation or ground, wall, or ceiling as appropriate for the type rack proposed.
 7. A rack shall support a standard bicycle frame at two points of contact without damage to frame, wheels, or components, allowing the bicycle frame and at least one wheel to be conveniently secured.
 8. Bicycle racks placed within the public right-of-way shall not conflict with pedestrian use. The City shall provide written permission through an encroachment agreement or approved Site Plan prior to placement of bicycle

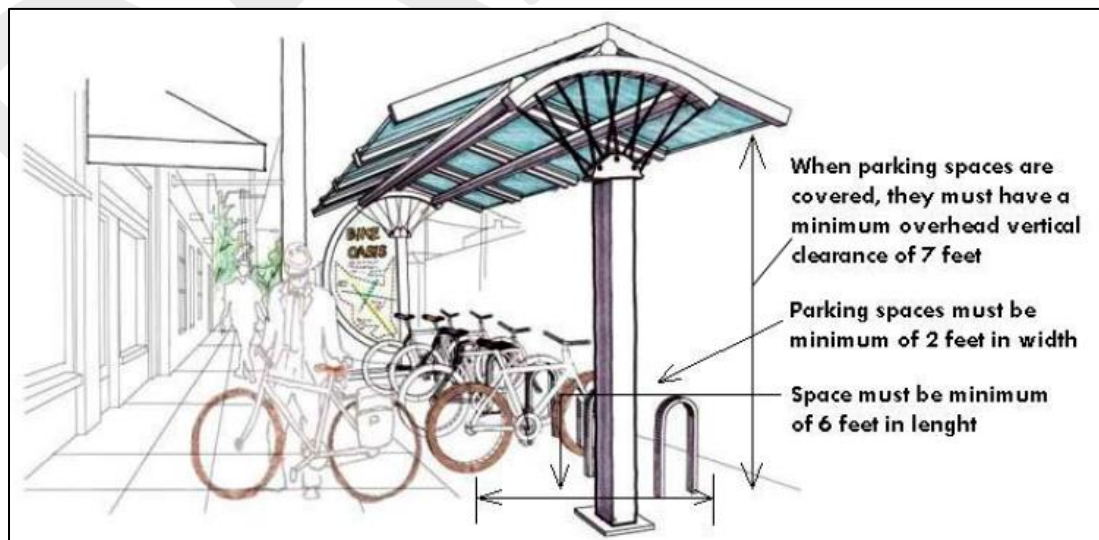
parking in a public right-of-way.

9. Lighting and other security design features shall be provided in outdoor or structured bicycle parking facilities equivalent to that provided in the facilities for motorized vehicles.

B. Types of Bicycle Racks or Storage - A Site shall provide bicycle parking as follows:

1. Bicycle Parking, General – Bicycle parking spaces shall be provided for employees, customers, guests, and invitees to have a convenient and readily accessible place to park bicycles. Bicycle parking must be:
 - a. Within fifty (50) feet of a public entrance to a Building as measured along the most direct pedestrian access route. The Director may permit bicycle parking more than fifty (50) feet from a public entrance if the proposed location is consistent with best practices, particularly regarding visibility, security and convenience;
 - b. Located outside the Building;
 - c. Clearly visible from adjacent sidewalks, drives and/or a public entrance; and
 - d. Where Buildings have more than one public entrance or a Site has more than one Building, bicycle parking must be distributed so that at least one bicycle parking space is within fifty (50) feet of each public entrance.

Fig. 7.3-A – Bicycle Parking Area



2. Bicycle Parking, Long-term – A Site may also provide up to fifty (50) percent of its

required bicycle parking as long-term bicycle spaces or lockers, which provides employees, students, residents and others a place to secure their bicycles generally several hours or more, as follows:

- a. Long-term spaces or lockers may be On-Site or Off-Site within 300 feet of the Site;
- b. Long-term spaces may be located within a residential structure, with no security rack;
- c. Mixed-use developments and shopping centers should distribute long-term bicycle parking proportionately among the uses;
- d. Have controlled access or locking mechanism to secure bicycle;
- e. Where not located within a Building, and a key, code or other secure method is needed to access the parking facility, a sign must be provided instructing cyclists how access may be obtained; and
- f. If not located within a Building, parking area must be lit by overhead lighting.

Sec. 7.6 Vehicle Stacking

Paragraphs:

- 7.6.1 Minimum Number of Spaces**
- 7.6.2 Design and Layout of Stacking Spaces**
- 7.6.3 Alternative Forms of Compliance**

7.6.1 Minimum Number of Spaces

- A. Off-Street stacking spaces shall be provided as follows:

Activity Type	Minimum stacking spaces	Measured from the stacking lane entry to the following point of service:
Automated teller machine (drive-up)	2	Teller machine
Bank teller lane	3	Teller or window
Car wash bay, full-service	4	Bay

Activity Type	Minimum stacking spaces	Measured from the stacking lane entry to the following point of service:
Car wash bay, self-service	3	Bay
Dry cleaning/laundry drive-through	2	Cleaner/laundry window
Gasoline fueling	2	Fueling position
Pharmacy pick-up	3	Pharmacy window
Restaurant drive-through	6 per window	Order/pick-up window

- B. The minimum stacking space number includes the space at the point of service.
- C. Uses not listed shall be reviewed by the Director or designee for the appropriate stacking rate classification.

7.6.2 Design and Layout of Stacking Spaces

Required stacking spaces shall be subject to the following design and layout standards:

- A. Size - Stacking spaces shall be a minimum of nine (9) feet in width by twenty (20) feet in length.
- B. Location - Stacking spaces shall not impede On- or Off-Site traffic movements or movements into or out of Off-Street parking spaces.

7.6.3 Alternative Forms of Compliance

Alternatives to the vehicle stacking requirements are permitted through approval by the City Engineer of a sealed traffic management plan prepared by an engineer with expertise in transportation, utilizing one or more of the following:

- A. Collection of data or studies of similar Sites and uses;
- B. Comparisons to minimum standards in national published data sources, such as Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data sources; or
- C. Comparisons to minimum requirements of similar municipalities.

Sec. 7.7 Loading Areas

Paragraphs:

- 7.7.1 Location**
- 7.7.2 Surfacing**
- 7.7.3 Ingress and Egress**
- 7.7.4 Off-Street Loading Requirements**
- 7.7.5 Landscaping and Screening Requirements**

7.7.1 Location

- A. Loading spaces shall be located On-Site and no further than one hundred (100) feet from the Building served.
- B. No loading spaces shall be located within thirty (30) feet of Street intersections or in any required yard space. Street intersections shall be measured from the back of the predominant curb line (not including bulb outs) or future curb line where no curb currently exists.
- C. No loading space shall be located within the right-of-way of any Street or public Alley, or in any designated Off-Street Parking Area. At no time shall any part of a delivery vehicle be located in a public right-of-way while the vehicle is being loaded or unloaded.
- D. Loading spaces may be co-located within the approach area for dumpster containers and the stacking spaces of drive-through aisles when safety and access issues are appropriately addressed, and delivery and solid waste collection schedules are coordinated so as not to conflict with one another.

7.7.2 Surfacing

All open Off-Street loading areas shall be surfaced with an all-weather material such as concrete, asphalt, or with Director and City Engineer approval, at least six inches of properly compacted crushed stone, designed to carry the heaviest vehicle loads that can commonly be expected, including the weight of fire and sanitation equipment as well as delivery vehicles. Loading areas surfaced with loose materials such as crushed stone shall provide permanent edging around the area.

7.7.3 Ingress and Egress

Each required Off-Street loading space shall be provided with a means of unobstructed ingress and egress to an Alley or onto a public Street wide enough to accommodate expected vehicles. Where such ingress and egress is made into a public Street, it shall be through driveways or openings which meet required standards. Permanent wheel stops or curbing shall be provided to prevent any vehicle using the loading area from encroachment on the required Street yards, side yards, or adjacent property.

7.7.4 Off-Street Loading Requirements

A. Loading spaces shall be required as follows:

Land Use	Number of Loading Spaces Required
PUBLIC AND CIVIC USES	<ul style="list-style-type: none"> • Less than 25,000 SF = 0 • 25,001 – 50,000 SF = 1 +1 for every additional 75,000 SF (or fraction thereof)
COMMERCIAL USES	
Restaurant	<ul style="list-style-type: none"> • Less than 5,000 SF = 0 • Over 5,000 SF = 1
Office Overnight Accommodations Retail Sales & Service	<ul style="list-style-type: none"> • Less than 25,000 SF = 0 • 25,001 – 100,000 SF = 1 • Over 100,000 SF = 2
Self-Service Storage Vehicle Sales	<ul style="list-style-type: none"> • Less than 50,000 SF = 0 • 50,001 – 100,000 SF = 1 +1 for every additional 100,000 SF (or fraction thereof)
INDUSTRIAL USES	<ul style="list-style-type: none"> • Less than 25,000 SF = 0 • 25,001 – 50,000 SF = 1 • Over 50,000 SF = 2
ALL OTHER USES	No requirement.

B. Dimensional Requirements

1. Off-Street loading spaces, excluding maneuvering areas, shall be a minimum of twelve (12) feet wide by thirty-five (35) feet long.
2. Vertical clearance shall be a minimum of fifteen (15) feet.
3. Off-Street loading spaces can be either inside or outside the Building and on the same or

adjoining Lots.

- C. Loading spaces shall not hinder the movement of traffic or pedestrians.
- D. No motor vehicle repair work or service of any kind shall be permitted in conjunction with loading facilities provided in any district.

7.7.5 Landscaping and Screening Requirements

- E. Landscaping in accordance with Article 9, Landscaping and Screening, shall be provided for loading spaces and associated drive aisles.
- F. Where loading docks face a residential district or structure with first-floor residential uses, a minimum setback of fifty (50) feet is required, unless the loading area (dock and/or loading spaces) is completely screened from view with a six (6) foot masonry wall.