

# ARTICLE 14. OFF-STREET PARKING AND LOADING

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## 14.1 GENERAL PROVISIONS

### A. Existing Facilities

(1) The existing number of off-street vehicle, bicycle, and loading spaces may not be reduced below the minimum requirements of this Code. If the number of existing spaces is already less than the requirements of this Article, it may not be further reduced.

(2) If a building permit was lawfully issued prior to the effective date of this Code, and if substantial construction has begun within 180 days of the issuance of a permit, the number of off-street vehicle, bicycle, and loading spaces is that required by building permit and supersedes the requirements of this Code.

### B. Change in Use

When the existing use of a structure or land is changed to a new use, parking and bicycle spaces must be provided as required for the new use, except as described below:

(1) No additional vehicle and bicycle parking spaces are required if the change in use would result in an increase of spaces of less than 10%. This also applies to a simultaneous change in use of a group of uses on the same lot which together result in a need for an increase in vehicle and bicycle parking spaces of 10% or less. The 10% increase is calculated by dividing the number of additional spaces required by the number of spaces required before the increase.

- (2) A change in use is eligible for a parking exemption per Subsection 14.10.
- (3) A change in use is eligible for shared parking per Subsection 14.11.

### **C. Change in Intensity of Use**

Whenever the intensity of a use is increased based on an increase in the number of dwelling units, floor area, seating capacity, or other unit of measurement used to calculate the required number of vehicle and bicycle parking spaces, additional spaces must be provided for that increase, except as described below:

- (1) Whenever there is an increase in the intensity of a use that creates a need for additional vehicle and bicycle parking spaces of 10% or more, the additional spaces are required. No additional vehicle and bicycle parking spaces are required if the increase in intensity would result in an increase of spaces of less than 10%. This also applies to a simultaneous increase in intensity of a group of uses on the same lot which together result in a need for an increase in vehicle and bicycle parking spaces of 10% or more. The 10% increase is calculated by dividing the number of additional spaces required by the number of spaces required before the increase.
- (2) An increase in the intensity of a use, which does not qualify for an exemption under item 1 above, is eligible for a parking exemption per Subsection 14.10.
- (3) An increase in the intensity of a use, which does not qualify for an exemption under item 1 above, is eligible for shared parking per Subsection 14.11.

### **D. Provision of Additional Spaces and Parking Maximums**

- (1) The establishment of additional off-street parking or loading facilities above 10% of the minimum required by this Code is prohibited in all commercial zoning districts except the D-CM and R-C1 subject to other restrictions, unless otherwise permitted by this code.
- (2) Where shared parking facilities are established, including parking structures, the maximum number of spaces shall not exceed the sum of the number of spaces required for each individual use that is part of the shared parking calculation.

### **E. Prohibition on Use of Parking Facilities**

The sale, repair, or dismantling or servicing of any vehicles, equipment, materials, or supplies, or the display of goods in off-street parking areas is prohibited, unless otherwise permitted by this Code.

### **F. General Requirements**

- (1) Where multiple uses with different parking requirements occupy the same structure or lot, the required vehicle and bicycle parking and loading spaces is the sum of the requirements for each use computed separately, unless otherwise permitted by this Code.
- (2) Space allocated to any off-street loading space may not be used to satisfy the requirement for any off-street vehicle or bicycle parking space or access aisle or portion thereof. Conversely, the area allocated to any off-street vehicle or bicycle parking space may not be used to satisfy the replacement for any off-street loading space or portion thereof.

- (3) A fraction of less than one-half is disregarded, and a fraction of one-half or more is counted as one parking or loading space.
- (4) For uses where patrons or spectators occupy benches, pews or open floor areas used for service, each 48 linear inches of benches, pews, or permanent seating areas, or five square feet of open floor areas used for seating may be counted as one seat for the purpose of determining the required number of spaces.
- (5) Except as otherwise provided in this Code, the minimum number of off-street vehicle and bicycle parking spaces to be provided for each use is listed in Table 14.2.1: Off-Street Vehicle and Bicycle Parking Requirements. Construction of all off-street parking must be completed prior to the issuance of a certificate of occupancy.
- (6) Table 14.2.1 lists parking requirements for each use. In some cases, uses that are considered part of a generic use category are listed with specific vehicle parking requirements. These specific uses are listed only for the purposes of this section and do not indicate whether such uses are permitted or special uses within any district.
- (7) Certain uses listed within Table 14.2.1 are required to provide bicycle parking spaces when located within all Residential districts, and within the R-C1, D-CM and SSC-RC Zoning districts. Required bicycle spaces should be designed as short-term spaces, which are areas where bicycles will be left for short stops, requiring a high degree of convenience.
- (8) In situations where the City has previously provided bicycle parking within 250 linear feet, in any direction, provided there is pedestrian access, the use requiring bicycle spaces may provide, in lieu of the required bicycle spaces, other pedestrian friendly or open space amenities with approval from the planning department.
- (9) Where bicycle parking space requirements indicate “Over 10,000sf GFA” or other number threshold, this means that bicycle spaces are required only for structures over a certain gross floor area. In these cases, bicycle parking space requirements are calculated on the basis of the entire gross floor area.
- (10) Motorcycle and scooter parking may be substituted for up to five automobile spaces or 5% of the required parking spaces, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

## **14.2 REQUIRED NUMBER OFF-STREET VEHICLE AND BICYCLE PARKING SPACES**

Any use not identified in Table 14.2.1, shall be required to meet the vehicle parking and bicycle space standards of a use, as determined by the Planning Department, to be similar in nature and which can reasonably be determined to require a comparable number of spaces. Uses which cannot be determined as parallel to any identified use contained in Table 14.2.1 shall be required to meet a standard as determined by the Planning Department through any reasonable and sound method in keeping with the intent of this Article.

## A. Provision of Car- and Bike-Share Facilities

(1) Spaces within parking lots and structures may include designated parking spaces for car-share facilities. A car-share facility is a membership-based car-sharing service that provides automobile rental to members, billable by the hour or day, and is not considered a vehicle rental establishment.

(2) Spaces reserved for car-share facilities may count toward minimum parking requirements of this Code.

(3) Spaces within parking lots and structures may include designated areas for bike-share facilities. A bike-share facility provides bicycle rentals to the public and it is not considered a vehicle rental establishment. When a minimum of 20 bicycles are provided for rental, such bike-share facilities equate to 5% of the required vehicle spaces.

## B. Provision of Electric Vehicle Charging Stations

Spaces within parking lots and structures may include designated parking spaces for electric vehicle charging. Spaces reserved for electric vehicle charging count toward minimum parking requirements of this Code.

## C. Multi-Tenant Retail / Shopping Center Parking Calculation

Parking for multi-tenant retail centers is calculated as one space required per 500 square feet of gross floor area, rather than by the individual uses. In addition, multi-tenant retail centers over 20,000 square feet in gross floor area require one bicycle space per 2,500 square feet of gross floor area.

## D. Required Off-Street Vehicle and Bicycle Parking.

**Table 14.2.1. Off-Street Vehicle and Bicycle Parking.**

USE	MINIMUM REQUIRED VEHICLE SPACES	REQUIRED TOTAL BICYCLE SPACES
Adult Use	1 per 300sf GFA + 1 space per employee	
Amusement Facility - Indoor	1 per 250sf GFA + 1 space for each two employees	Over 10,000sf GFA: 1 per 2,500sf GFA
Bowling Alley	3 per lane + 1 for each two employees	
Movie Theater	1 per 5 seats + 1 per two employees	Over 10,000sf GFA: 1 per 2,500sf GFA
Pool Hall	2 per table	
Amusement Facility – Outdoor	1 per 500sf GFA + 1 per 500sf of outdoor area	Over 10,000sf GFA: 1 per 2,500sf GFA
Animal Care Facility	1 per 300sf GFA + 1 space per employee	
Art Gallery	1 per 500sf GFA	Over 5,000sf GFA: 1 per 1,500sf GFA
Arts Studio	1 per 300sf GFA	Over 5,000sf GFA: 1 per 1,500sf GFA
Bar, Tavern, Night Club	1 space for each two employees + 1 space per 200sf GFA	
Bed and Breakfast	2 spaces + 1 per guestroom	

Body Modification Establishment (Studio)	1 per 300sf GFA + 1 for each 2 employees	
Broadcasting Facility	1 per 1,000sf GFA	
Car Wash	2 per car wash bay + 3 stacking spaces per bay	
Community Center	1 per 500sf GFA + 1 space for each two employees	1 per 2,500sf GFA
Contractor Office	1 per 300sf GFA of office area	
Convention Center	1 per 200sf GFA	1 per 5,000sf GFA
Country Club	Cumulative - determined by sum of requirements for all uses within development (golf course, driving range, restaurant, etc.)	Cumulative - determined by sum of requirements for all uses within development (golf course, driving range, restaurant, etc.)
Cultural Facility	1 per 300sf GFA	1 per 2,500sf GFA
Day Care Center	1 per 1,000sf GFA + 1 space per employee	
Dwelling – Above the Ground Floor (Mixed-Use)	1 per dwelling unit	1 per each 4 dwelling units + 1 per each use type in the development
Dwelling – Multi-Family (< 4 units)	2 per dwelling unit or 1 per bedroom, whichever is less; Condominium parking shall be at least 50% covered.	1 per 5 dwellings (calculated by entire development)
Dwelling – Townhouse	2 per dwelling unit	
Dwelling - Semi-Detached	2 per dwelling unit	
Dwelling - Single-Family	2 per dwelling unit	
Dwelling - Two-Family	2 per dwelling unit	
Educational Facility – Primary or Secondary	1 per 500sf GFA or 2 per classroom, + 1 per office, whichever is greater	2 per classroom
Educational Facility - University or College	1 per employee, plus one space for each 5 students.	2 per 2,000sf GFA
Educational Facility - Vocational	1 per 200sf GFA + 1 space for each two employees	Over 10,000sf GFA: 1 per 2,500sf GFA
Financial Institution/Bank	1 per 300sf GFA + 3 stacking spaces per drive-through lane	1 per 2,500sf GFA
Fraternity/Sorority	1 per 2 rooms	1 per 4 rooms
Funeral Home	1 per 150sf GFA + 1 per each employee	
Gas Station	1 per pump (in addition to pump space) + 1 per 300sf GFA of retail area + 2 per service bay of accessory motor vehicle service and repair + 3 stacking spaces for car wash bay	
Golf Course/Driving Range	2 per tee + cumulative requirements for other uses within development	
Government Office	1 per 400sf GFA + 1 space for each two employees	Over 5,000sf GFA: 1 per 1,500sf GFA
Greenhouse/Nursery - Retail	1 space per employee + 1 per 500sf of outdoor area	
Group Home	1 per 2 bedrooms	1 per 4 bedrooms
Halfway House	1 per 4 bedrooms	1 per 4 bedrooms
Healthcare Institution (Hospital and Other)	1.5 per room + 2 per each three employees	1 per 20 rooms
Heavy Retail, Rental & Service	1 per 300sf GFA to include any outdoor retail and show room	
Hotel	1 space per room + 1 space for each two employees	

Industrial – ( Light Manufacturing)	1 per 500sf GFA + 1 per each two employees	
Live Performance Venue	1 per 300sf GFA + additional based on capacity if indoor: 1 per each two occupants	
Lodge/Meeting Hall	1 per 300sf GFA	Over 5,000sf GFA: 1 per 2,500sf GFA
Manufactured Home Park	2 per home site	
Marina - Commercial	1 per 2 slips	
Medical/Dental Clinic and/or Office	4 spaces for each doctor engaged at the clinic or office, + 1 space for each two employees	Over 5,000sf GFA: 1 per 2,500sf GFA
Micro-Brewery/Distillery/Winery	1 per two employees + 1 per 300sf GFA	Over 5,000sf GFA: 1 per 2,500sf GFA
Office	1 per 300sf GFA	Over 5,000sf GFA: 1 per 2,500sf GFA
Personal Service Establishment	1 per 300sf GFA	
Place of Worship	1 per 4 seats within the main auditorium or nave	1 per 20 seats
Public Safety Facility	1 per 250sf GFA	
Public Works Facility	1 per 500sf GFA	
Reception Facility	1 per 250sf GFA	
Research & Development	1 per 300sf GFA	
Residential Care Facility -	To be calculated on the type of facility or combination of facilities provided below	Over 10,000sf GFA: 1 per 2,500sf GFA
<i>Independent Living Facility</i>	1 per dwelling unit, plus 1 per two employees	
<i>Assisted Living Facility</i>	0.75 per dwelling unit, plus 1 per two employees	
<i>Nursing Home</i>	0.5 per patient room, plus 1 per two employees	
Restaurant -	1 per 200sf GFA + 1 per each two employees	Over 4,000sf GFA: 1 per 2,000sf GFA
<i>Fast Food</i>	1 per 100sf GFA + 1 per each two employees (max: 1 per 75sf GFA)	Over 4,000sf GFA: 1 per 2,000sf GFA
<i>Take-Out Only</i>	4 spaces per 500sf GFA of waiting area + 1 for each two employees	2 required
Retail Goods Establishment	1 per 300sf GFA + 1 per each two employees	Over 5,000sf GFA: 1 per 2,500sf GFA
Salvage Yard	1 per 2,000sf of lot area	
Self-Storage Facility	1 per 25 storage units	
Single Room Occupancy	1 per room	
Specialty Food Service	1 per 500sf GFA + 1 for each tow employees	
Storage Yard – Outdoor	1 per 2,000sf of lot area	
Truck Repair	3 truck spaces per service bay + 2 vehicle spaces per service bay	
Truck Stop	1 truck space per 1,000sf of lot area + 1 space (vehicle) per 200sf GFA	
Vehicle Dealership	1 per 500sf GFA of indoor sales and display area + 4 per service bay	
Vehicle Operations Facility	1 per 1,000sf GFA	

Vehicle Rental	1 per 500sf GFA of indoor area (indoor vehicle storage excluded)	
Vehicle Repair/Service	3 per service bay	
Warehouse	1 per 20,000sf GFA of warehouse space	
Wholesale Establishment	1 per 20,000sf GFA of warehouse space	

### **14.3 ADDITIONAL OFF-STREET PARKING REQUIREMENTS IN THE R-C1, SSC-RC, and D-CM ZONING DISTRICTS**

#### **A. General Standards**

- (1) At the time of erection or alteration of any commercial structure within the R-C1, SSC-RC, or D-CM there shall be provided one off-street parking space for each 300 square feet of net rentable tenant and/or occupant space.
- (2) Parking areas shall not be located in front of any maximum setback line.
- (3) An exemption from the requirement of off-street parking shall be available in the D-CM, for the purchase and renovation of an existing structure without available appurtenant off-street parking for any usage not inconsistent with the other requirements of these regulations and the Community Redevelopment Plans as determined by the Community Redevelopment Agency.
- (4) At the time of erection or alteration of any residential structure within the Residential-Commercial District, adequate off-street parking shall be provided as follows in Table 14.3.1.

**Table 14.3.1 Residential Off-Street Parking Requirements**

Type	Number of Units	Minimum Required Spaces Per Unit	Maximum Spaces Per Unit
<b>Single Family</b>	Detached	1.5	2.0
<b>Duplex</b>	2	1.5	2.0
<b>Townhouse</b>	~	1.5	2.0
<b>Multi-Family /Condominium</b>	1-4	1.5	2.0
	5 or more	1.0	1.5
<b>Bed and Breakfast</b>	~	1 per Bed Room	~
<b>Resident Care Facility</b>	~	.75 per room	1.5 per room

- (5) No surface parking lots shall be located between the building and public street within the D-CM and R-C1 zoning districts.
  - a. Surface parking may be located behind or to the side(s) of buildings not adjacent to public streets.
  - b. Surface parking areas on the side may not exceed 25 percent of the total street frontage for that side.
- (6) All garages serving non-single family detached dwelling units shall be located at the rear or side of the primary structure.
- (7) All garages and covered parking shall be of the same building and roofing finish material as the primary structure.

(8) If permitted, head in and/or parallel parking spaces may be counted toward the required parking (not to be construed as designated or reserved for the benefit of a specific person, entity, or use) if immediately adjacent to lease, rental, or owned property.

(9) Developments which create new public streets or are located on existing public streets may be permitted to design the streets to allow head-in parking.

a. All head-in parking spaces and sidewalks must be entirely within the right-of-way. On-street parking spaces which are counted towards required spaces must be adjacent to the lot containing the use for which it is required, if insufficient right-of-way exists additional dedication or easements may be required.

b. The director of planning and development services in consultation with the director of public works may approve head in parking in place of parallel parking or vice versa.

(10) Joint use parking facilities are encouraged. Joint use of required parking spaces may occur where two or more uses on the same site or on separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to the city's development department as part of a site plan review:

a. The location and number of parking spaces that are being shared;

b. An analysis showing that the peak parking demands for the different uses occur at different times, and that the parking area will supply at least the minimum number of required spaces for each use during its respective peak parking times; and

c. A written agreement that guarantees access to the joint parking for all uses.

(11) Surface parking lots which serve as joint use parking facilities shall not exceed the sum of the maximum spaces allowed for all individual uses sharing the facility.

(12) Any enclosed parking structure shall be designed so that the only openings at street level are for auto or pedestrian circulation. The remaining street wall of the ground floor shall include façade treatments such as projections, recesses, niches, fenestration, or changes of materials or color.

(13) All off-street parking areas or structures permitted for residential uses, except single family dwellings, shall be accessed through alleys or private access easements.

(14) Mixed-Uses with a residential component may provide, upon approval from the Planning and Development Department, more than the maximum number of parking spaces if:

a. Additional spaces are provided as part of a joint use multilevel covered parking structure or if

b. Parking for a single use is contained in multi-level covered parking structures.

## **14.4 VEHICLE PARKING SPACE DESIGN**

### **A. Permitted Vehicle Parking Locations**

#### *(1) Residential Uses*

a. All required off-street vehicle parking spaces for residential uses and the residential component of mixed-use developments must be located on the same lot.



b. For single-family – detached and attached, two-family, and townhouse dwellings, required vehicle parking spaces are permitted in private driveways, but must not encroach onto the public right-of-way, this does not include permitted on-street parking.

i. On-street parking of cars and personal automobiles with no greater than two axles shall be permitted where there is sufficient room for through traffic including emergency vehicles, to travel without causing undue threat to safety and property or hindrance of flow and where there is no demarcation or striping of travel lanes, including bicycle lanes.

c. Tandem vehicle parking is permitted for residential uses.

d. For single-family – detached and attached and two-family dwellings where there is alley access, all vehicle parking areas must be accessed from the alley and all vehicle parking areas must be located in the rear yard.

e. Multi-family Development parking areas shall not be located between any principal structure and any public right-of-way.

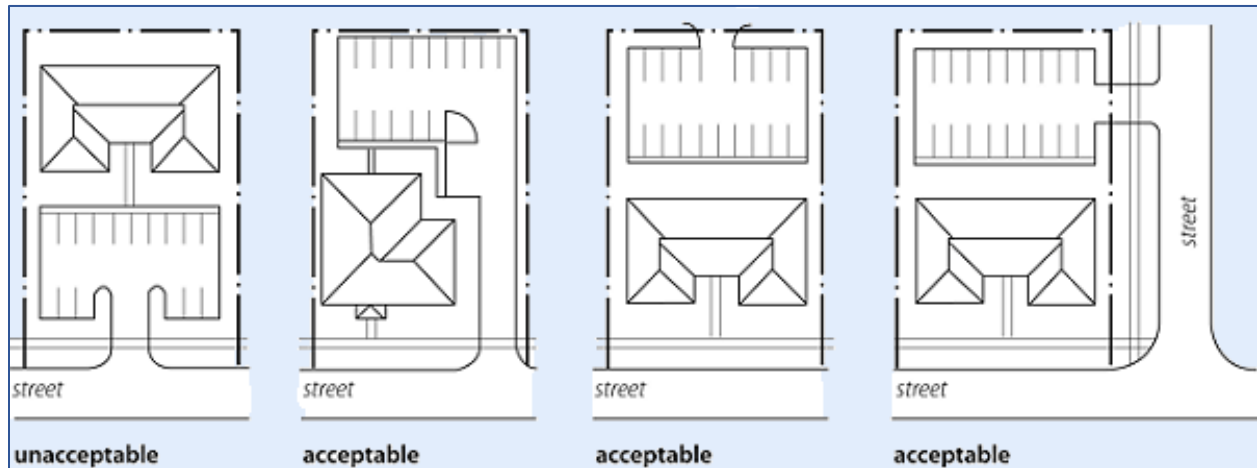


Figure 14.4.1. Multi-Family Parking.

## (2) Non-Residential Uses

a. Vehicle parking for a non-residential use may be located on the same lot or within 500 feet of the Structure(s) served.

i. The maximum 500 foot distance restriction does not apply to valet parking services. However, valet parking services must provide evidence of a lot reserved for vehicle parking.

ii. The maximum distance for off-site parking within the D-CM and R-C1 is 1,000 feet.

b. In the D-CM and R-C1 Districts, some of the required parking may be fulfilled by available public parking areas within the District, when approved by the Planning and Development Department, including noncontiguous areas.

i. Availability of parking spaces shall be determined by a parking analysis of the proposed use, surrounding uses, and the distance to available public parking performed by the Developer.

1) Available public parking spaces shall only satisfy a maximum of 20% of the required number of parking spaces.

ii) If it is determined that parking is not available the parking standards of this Code shall apply.

## **B. Vehicle Parking Spaces Dimensions**

(1) Off-street vehicle parking space dimensions must meet the standards of Figure 14.4.2. All vehicle parking spaces must have a minimum vertical clearance of seven feet six inches.

(2) Motorcycle and scooter parking spaces must measure at least four feet in width by eight feet in length and must be identified or designated through the use of signs or pavement markings.

## **C. Access Requirements for Off-Street Vehicle Parking Areas**

(1) Each off-street vehicle space must open directly upon an aisle or driveway of adequate width to provide access to a vehicle parking space. All off-street parking facilities must provide access in a manner that least interferes with traffic movement. For all uses except single-family, two-family, and semi-detached dwellings, the parking area must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out.

(2) All required off-street parking facilities must have vehicular access from a street, alley, driveway, or cross-access connection.

(3) When a gated entrance is permitted as part of the access to an off-street parking area or a residential subdivision, such gate is required to open toward the interior of the lot.

## **D. Accessible Vehicle Parking Requirements**

All parking lots must comply with the “ADA Accessibility Guidelines for Buildings and Facilities” regulations issued by federal agencies under the Americans with Disabilities Act of 1990 (ADA) for the amount and design of accessible vehicle parking spaces required in parking lots and structures.

## **E. Hydraulic Lifts**

All hydraulic lifts must be located within a parking structure.

## **F. Striping**

Off-street parking areas of more than four spaces must be marked by painted lines maintained in clearly visible condition, curbs or other means to indicate individual spaces. Signs or markers should be used as necessary to ensure efficient and safe circulation within the lot. Vehicle parking spaces for handicapped persons must be identified with the appropriate sign and visible at all times of the year, regardless of plant growth or similar conditions.

**Table 14.4.1. Parking Lot Dimensions**

Parking Angle	Minimum Parking Stall Width (A)	Minimum Parking Stall Length (B)	Minimum Parking Aisle Width (C)
0°	9'	18'	12' / 24'*
45°	9'	18'	12'
60°	9'	18'	16'
90°	9'	18'	24'*

\*Two-way Traffic.

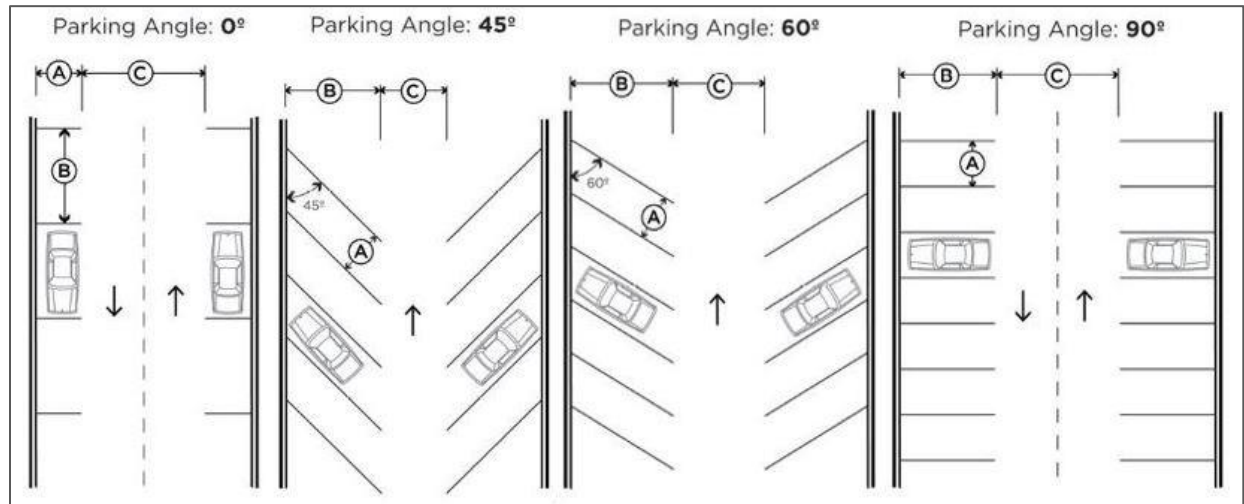


Figure 14.4.2. Parking Angle and Stall Width Diagram.

## G. Curbing and Wheel Stops

- (1) Wheel stops or curbing are required when a parking space abuts pedestrian walkways, landscaped areas, fences, and walls.
- (2) Breaks or curbolets shall be provided in curbing to allow for drainage into landscape areas that have been designed to treat stormwater as part of an approved Stormwater Management Plan.

## H. Surfacing

- (1) All surface parking lots must be paved with a durable all-weather material and/or an approved pervious pavement system. All uneven slabs must be resurfaced to provide a smooth surface. Pervious paving is encouraged and shall be allowed, subject to approval by the Planning and Development Department in all zoning districts.

a. Gravel or loose rock is prohibited.

- (2) All single-family – detached and attached, and two-family dwellings are encouraged to install driveways constructed of pervious paving.
- (3) All single-family – detached and attached, and two-family dwellings are permitted to construct driveways that consist of two concrete wheel strips, each of which is at least 18 inches wide and at least 20 feet long.

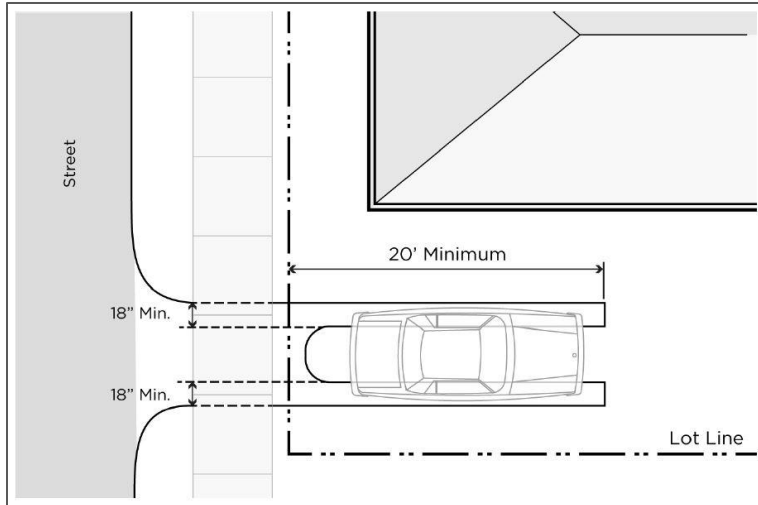


Figure 14.4.3. Wheel Strip Diagram.

## I. Drainage and Maintenance

- (1) Off-street parking facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys. All drainage must comply with the requirements Article 13, Stormwater Management.
- (2) Off-street parking areas must be maintained in a clean, orderly, and dust-free condition at the expense of the owner or lessee.

## J. Lighting

- (1) Parking lot lighting must comply with Subsection 9.2.
- (2) Adequate lighting must be provided if off-street parking spaces are used at night.
- (3) Pedestrian scale lighting shall be required as per Subsection 9.2.
- (4) All lighting must be arranged to eliminate glare on residential property or any other property or use as determined by the Planning Department, by location of light fixtures or use of fixtures designed to eliminate direct view of luminaires in fixtures from residential property.

## K. Landscape and Screening

All parking lots must be landscaped and screened in accordance with Article 12.

## L. Pedestrian Access within Parking Areas

- (1) Pedestrian access from existing or developed sidewalks, at street fronts, to building entrances shall be provided in the safest possible manner to protect against vehicle pedestrian conflict.
  - a. Walkways and sidewalks should be out of drive aisles and segregated from vehicle traffic to the greatest extent possible.

b. Clearly delineated walkways and crosswalks of paving, brick paver, and bituminous brick pattern stamping, or painted striping should connect to landscaped areas and parking lot islands and to building entrances to provide safe passageway for pedestrians.

(2) Curb cuts must be included on landscaped areas or islands where such crosswalks are located. ADA compliance is required.

## **14.5 BICYCLE PARKING SPACE DESIGN**

### **A. Location**

(1) The bicycle parking area must be convenient to building entrances and street access, but may not interfere with normal pedestrian and vehicle traffic.

a. Bicyclists and those confined to a wheelchair must not be required to travel over stairs to access parking.

(2) Nothing in this Code prevents the provision of additional bicycle spaces in excess of that required in Table 14.2.1.

(3) Short-term bicycle parking spaces must be located no more than 50 feet from the principal building entrance and at the same grade as the sidewalk or an accessible route.

a. The property owner may make arrangements with the Planning and Development Department and Public Works to place required bicycle parking spaces in the public right-of-way so long as a minimum of five feet of clearance is maintained in the pedestrian way and the bicycle spaces are located within 50 feet of the lot.

b. Required bicycle parking spaces may be located in the public right-of-way, with approval from the Planning and Development Department and Public Works, if one or more of the following conditions are met:

i. The use does not provide vehicle parking on-site.

ii. The addition of bicycle parking on the site would reduce the number of parking spaces below that required by this Code.

iii. Bicycle parking spaces in the right-of-way are shared by uses located on the same block-face. In such cases, the number of bicycle spaces required is cumulative of that required by all uses sharing such spaces.

(4) Long-term bicycle parking spaces may be located in a covered area that is easily accessible from the public-right-of-way and building entrances.

(5) Required bicycle parking for residential uses may be provided in garages, and other resident-accessible, secure areas. Spaces within dwelling units or on balconies do not count toward satisfying bicycle parking requirements.

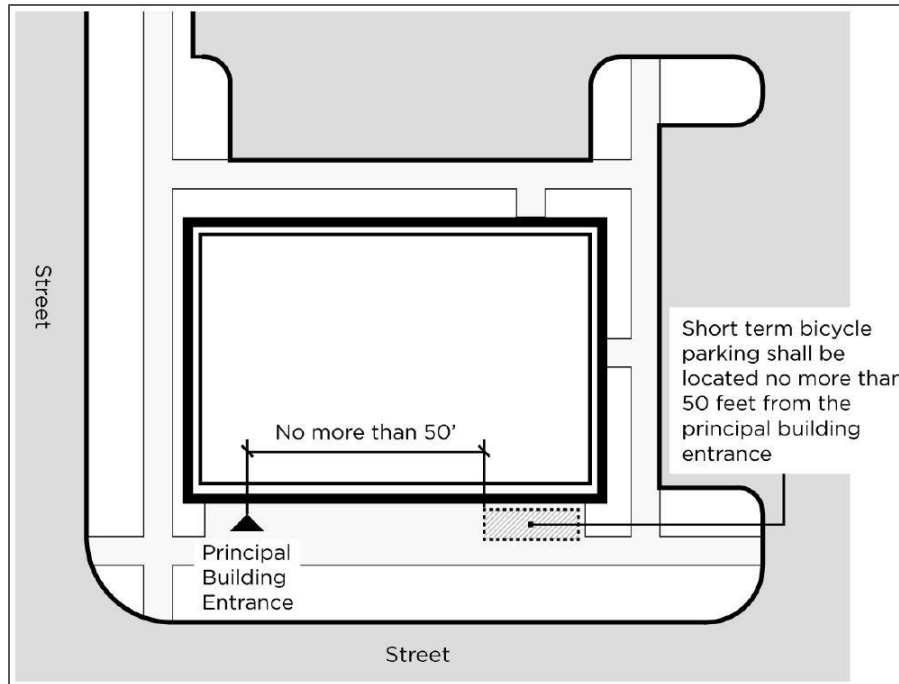


Figure 14.5.1. Short Term Bicycle Parking Location Diagram.

## B. Design

(1) Required bicycle spaces must provide each bike space within a row of bicycle parking a minimum of two feet in width by six feet in length, with a minimum vertical clearance of seven feet.

a. There must be an aisle at least five feet wide between each row of bicycle parking to allow room for bicycle maneuvering.

(2) Long-term bicycle parking spaces may be located indoors or fully covered, such as by the use of an overhang or covered walkway, weatherproof outdoor bicycle lockers, or an indoor storage area.

a. Where bicycle parking is not located within a building or locker, the cover design must be of permanent construction, designed to protect bicycles from rainfall, and inclement weather, and with a minimum vertical clearance of seven feet.

b. All lockers and racks must be securely anchored to the ground or a structure to prevent the racks and lockers from being removed from the location or posing safety concerns.

(3) If required bicycle parking facilities are not visible from the street or principal building entrance, signs must be posted indicating their location. Sign design and placement shall be approved by the Planning and Development Department.

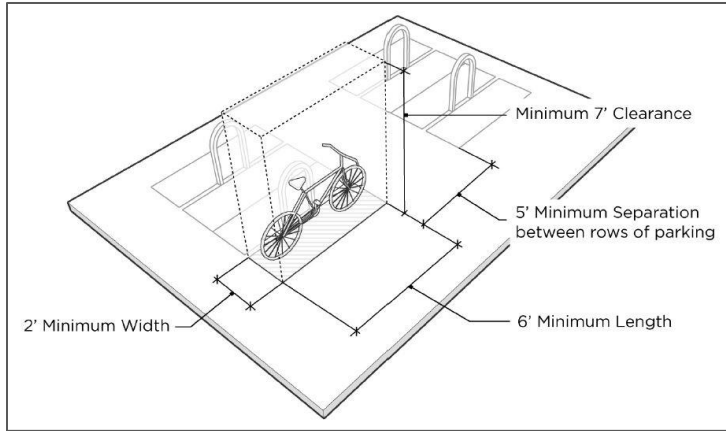


Figure 14.5.2. Bicycle Parking Design Diagram.

## 14.6 REQUIRED OFF-STREET LOADING SPACES

### A. Requirements.

(1) Off-street loading spaces shall be provided for any use that distributes or receives materials or merchandise by trucks or other commercial vehicles in accordance with Table 14.6.1: Off-Street Loading Requirements.

a. In the case of multi-tenant developments, required loading spaces are calculated on the basis of each individual tenant.

(2) No motor vehicle shall be allowed to extend onto a public street, right-of-way, sidewalk, or alley, while loading or unloading.

(3) Off-street loading areas shall be located in the rear of buildings only.

(4) Structures that are 50 years of age or older as of the effective date of this Code that do not currently have any loading areas may be exempt from off-street loading requirements.

(5) If a use, required to provide loading space(s), increases the floor area by 30% or more, calculated cumulatively, from the effective date of this Code, off-street loading spaces shall be required in accordance with Table 14.6.2.

(6) No structure shall be required to provide more than five loading spaces.

**Table 14.6.1. Off-Street Loading Requirements.**

Use Type	Number of Spaces Required
<b>Multi-Family Dwelling</b>	
40,000sf or more GFA	1 loading space
<b>Commercial &amp; Institutional Use</b>	
20,000 - 50,000sf GFA	1 loading space
50,001 - 100,000sf GFA	2 loading spaces
100,001 - 200,000sf GFA	3 loading spaces
Each additional 50,000sf of floor area (This applies only for each additional full 50,000sf over 200,000sf)	1 additional loading space

## **14.7 DESIGN OF OFF-STREET LOADING SPACES**

### **A. Location**

All off-street loading spaces must be located on the same lot as the use served. No off-street loading spaces may project into a public right-of-way.

### **B. Dimensions**

(1) All required off-street loading spaces must be a minimum of 12 feet in width, a minimum of 35 feet in length, exclusive of aisle and maneuvering space, and have a minimum vertical clearance of 15 feet.

(2) Structures that are 50 years of age or older and maintain loading spaces that do not comply with the dimensions of this section are deemed legally conforming in terms of loading space dimensions. If new loading spaces are constructed, such spaces may be designed to match the dimensions of existing spaces rather than the requirements of this section.

### **C. Surfacing**

All off-street loading spaces must be paved with a durable, all-weather material. An approved pervious pavement system shall be allowed provided it can withstand the excess weight, subject to approval by the Planning and Development Department.

### **D. Drainage and Maintenance**

(1) Off-street loading facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys. All drainage must comply with the Stormwater Requirements of this Code.

(2) Off-street loading areas must be maintained in a clean, orderly, and dust-free condition at the expense of the owner or lessee.

### **E. Access Control and Signs**

Each required off-street loading space must be designed with adequate means of vehicular access to a street or alley and in a manner that will minimize interference with traffic movement.

### **F. Lighting**

Loading facility lighting must meet the requirements of Subsection 9.2. Illumination of an off-street loading facility must be arranged so as to deflect the direct light away from adjacent properties and streets.

### **G. Landscape and Screening**

All loading facilities must be landscaped and screened in accordance with Article 12.



## 14.8 DRIVEWAY DESIGN

### A. Driveway Design

#### (1) *Single-Family – Detached or Attached and Two-Family Dwelling Residential Driveways*

- a. A residential driveway that provides access to a detached or attached garage is limited to a maximum width of 30 feet and a minimum of 12 feet.
- b. A residential driveway may be shared by adjacent lots. This shared driveway location is only allowed if agreed to by the owners of each lot, and the agreement is recorded as a shared driveway servitude or access easement on each plat of survey.
- c. Driveways shall be paved with a durable all-weather material or approved pervious pavement.
  - i. Pervious pavement systems are encouraged and shall be allowed in all zoning districts.
- d. Driveways shall be designed to limit runoff from the public right-of-way
  - i. Design slope from street grade to landing shall be at minimum 8% and maximum 12%, unless site factors require adjustment, at which time the Planning and Development Department and the Public Works Director shall make a determination as to an acceptable slope or other conditions of design.

#### (2) *Multi-Family Dwellings, Townhouse, and Non-Residential Driveways*

- a. With the exception of loading berths, driveways are limited to a maximum width of 40 feet and a minimum of 24 feet for multi-family and townhouse developments and 48 for non-residential.
- b. Driveways shall be paved with a durable all-weather material or approved pervious pavement.
- c. All uneven slabs must be resurfaced to provide a smooth surface.
- d. Approved pervious pavement systems are encouraged and shall be allowed, subject to approval by the Planning and Development Department in all zoning districts.
- e. Additional requirements as per Article 15 shall apply.
- f. Driveways shall be located as far from traffic signals and intersections as possible.

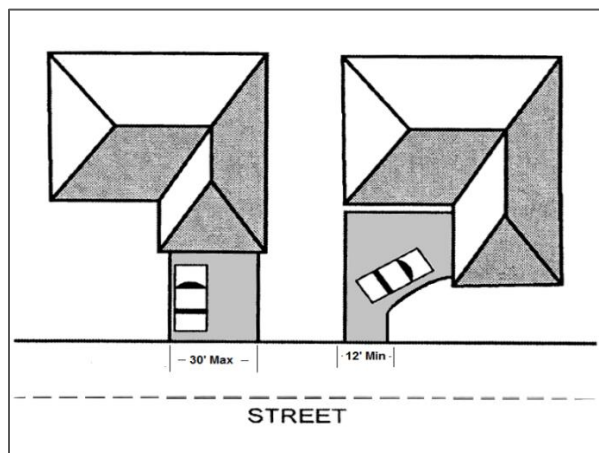


Figure 14.8.1. Residential Driveway Widths.

## **14.9 VEHICLE PARKING AND STORAGE**

### **A. General Requirements**

(1) No boat, camper, recreational vehicle, trailer, utility trailer, inoperative vehicle, untagged vehicle, or commercial/business vehicle shall be parked on a public right-of-way in the city.

a. Inoperative and/or untagged vehicles shall not be visible from the public right-of-way.

i. Inoperative and untagged vehicles shall be shielded from the public right-of-way by a fence, wall, and/or landscaping of sufficient height and at least a 50% opacity.

(2) The regulations contained in this section shall not apply to any vehicle bearing a disabled person's sticker approved or certified by the state to indicate that the vehicle is operated by or used in any way by a person who has a disability under the definitions as provided by the state for the issuance of such stickers.

(3) No boat shall be parked and maintained or used as a place of residence within the City limits, for a period exceeding 14 days in any six-month period, other than at a properly permitted marina.

(4) A one car, vehicle repair permit may be issued by the Planning and Development Department, upon application demonstrating that the applicant is endeavoring, in good faith, to repair an inoperative vehicle but has been unable to complete the repairs within an initial 30-day period.

a. The repair permit shall grant the applicant an additional 30 days to maintain an inoperative vehicle in a manner prohibited in subsection 14.9(A)(1) above.

### **B. Commercial Vehicles**

(1) No commercial vehicle may be parked outdoors on a lot in a residential district nor on residential lots within the R-C1 and SSC-RC districts, with the exception of vehicles engaged in loading or unloading or current work being done between the hours of 7:00 a.m. and 6:00 p.m. This does not include standard size passenger motor vehicles including, but not limited to, vans, sports utility vehicles (SUVs), standard passenger size delivery vehicles, and pick-up trucks, which are permitted to be stored or parked outdoors overnight on lots in residential districts. This includes vehicles owned and used for commercial purposes by the occupant of a dwelling or guest, provided that the vehicle is stored or parked in a permitted parking area.

a. Permitted commercial vehicles may include the logo of the commercial business painted on or applied to the vehicle.

(2) All other commercial vehicles including, but not limited to, semi-trucks, tractor-trailer units, with or without attached trailers, commercial trailers, buses, tow trucks, construction vehicles, delivery vehicles that exceed standard passenger vehicle size, such as limousines, or other large commercial vehicles are not permitted to be stored or parked outside on a lot in a residential district except in cases of service or delivery vehicles performing such functions of business during the hours of 7:00 a.m. and 6:00 p.m.

(3) For non-residential uses, commercial vehicles with the logo of the commercial business painted on or applied to the vehicle that are being operated and stored in the normal course of business, such as signs located on delivery trucks, promotional vehicles, moving vans, and rental trucks, are permitted to be stored on the lot in areas related to their specific use as vehicles, provided that the primary purpose of such vehicles is not for advertising or the display of signs.

a. All such vehicles must be in operable condition.

b. Signs placed or painted on parked vehicles where the only purpose is to advertise a product or service, or to direct the public to a business or activity located on or off the premises, are prohibited.

(4) No overnight parking of semi-trucks, tractor trailers, buses or bus-type vehicles is allowed in any public parking lot.

## **C. Recreational Vehicles**

### *(1) General Requirements*

a. No recreational vehicle, travel trailer, boat, except as provided in 14.9 (A)(3) above, or any structure of a temporary or impermanent nature may be used as a residence except as approved by the Planning and Development Department as a permitted or special use in an appropriate zoning district.

b. All recreational vehicles must be maintained in mobile condition.

c. No recreational vehicle may be parked or stored in such manner as to create a dangerous or unsafe condition on the lot where it is parked or stored. If the recreational vehicle is parked or stored, whether loaded or not, so that it may tip or roll, it shall be considered dangerous and in an unsafe condition.

i. Repairing or maintaining a recreational vehicle or equipment, except those repairs necessitated by an emergency, shall not be permitted in any portion of a public right-of-way.

d. Major recreational equipment may not be parked or stored on a parking lot for the principal purpose of displaying such equipment for sale, except on parking lots where the sale of vehicles and major recreational equipment is a duly authorized permitted use (e.g., new and used car lot, major recreational equipment sales lot).

e. Major recreational equipment shall not be parked or stored on any vacant lot, except where such vacant lot adjoins a lot on which a principal structure under the same ownership is located and the lot shall be kept in good condition, free of weeds, trash, debris, and any other condition which would constitute a nuisance.

### *(2) Residential Requirements*

a. Recreational vehicles may be stored in a residential district within a permanent fully enclosed structure such as a carport or garage.

b. One Recreational vehicle (RV) or trailer licensed to transport recreational vehicles or equipment may be stored within a front yard provided the following are met:

i. The RV or trailer is stored within a residential driveway but not in any portion of a public right-of-way or within any designated pedestrian way.

ii. At no time shall a recreational vehicle or trailer or any portion of a recreational vehicle or trailer be parked or stored within the Sight Triangles. See Figure 14.9.1.

iii. A recreational vehicle, if stored in the front yard, shall be stored perpendicular to the front building line.

iv. An RV, at no time, shall be stored on an unimproved surface within the front yard.

c. Recreational Vehicles may be stored in the rear yard and/or side yard, provided the following are met:

- i. A five (5) foot setback from the rear and side property lines is maintained when stored behind the front building line.
  - ii. No portion of the RV shall extend forward of the front building line.
  - iii. Temporary storage tents for recreational vehicles are prohibited.
- d. Recreational vehicles shall not be used for living, sleeping, temporary or for permanent housing purposes while parked or stored in a residential district.
- i. No utilities shall be connected to the recreational vehicle, except electricity, on a temporary basis for maintenance and/or cleaning of the vehicle and/or equipment.
- e. Recreational vehicles shall not be parked or stored in required parking spaces of multiple-family developments.
- f. Recreational vehicles shall be properly licensed in accordance with all Florida laws.

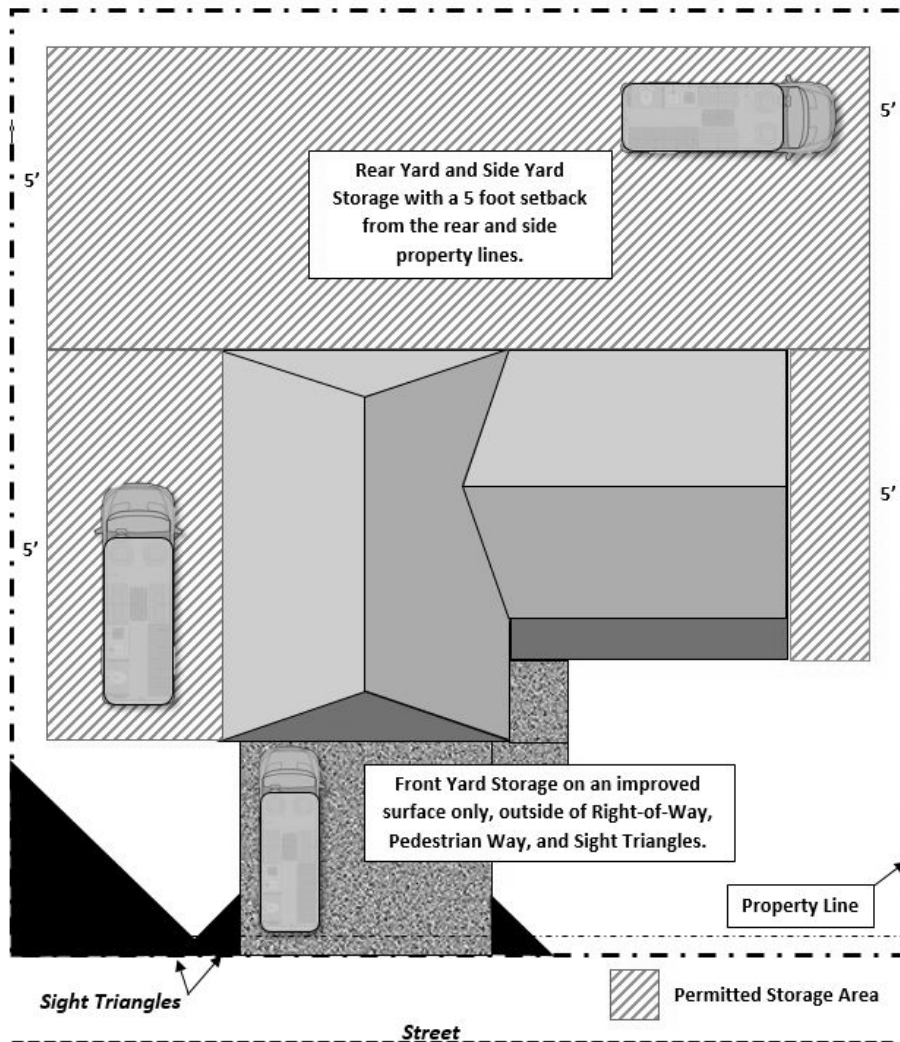


Figure 14.9.1. Approved Recreational Vehicle Storage Areas in Residential Districts.

## 14.10 PARKING EXEMPTIONS

### A. Applicability

When a use is exempt from vehicle parking requirements by this Article, bicycle parking is exempted as well. If a use that is exempt from vehicle parking voluntarily provides parking, bicycle parking, as required by this Article, is not required.

### B. Exemptions from Parking Requirements

- (1) Development without an above ground residential component within the D-CM Zoning District may, based upon parking analysis, development type, and other conditions, be exempt from all off-street vehicle parking requirements.
- (2) Existing structures as of the effective date of this Code that currently do not provide any parking due to lack of sufficient space on the lot to accommodate parking are exempt from all off-street vehicle parking requirements regardless of any change in use.
  - a. Once the principal building is demolished, this exemption is no longer valid.
  - b. If the lot area is expanded (e.g., the adjoining lot is purchased), this exemption is no longer valid.

## 14.11 SHARED PARKING

### A. Eligibility.

- (1) Mixed-use developments, multi-use office parks, and similar types of development, and property owners that establish cross access easements are all eligible for shared parking.
- (2) Multi-tenant retail centers are not eligible for shared parking based on individual uses within the multi-tenant structure as a whole, if cross access easements with adjacent uses are established, shared parking may be provided.
- (3) Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Table 10-3: Shared Parking Calculation.

### B. Shared Parking Calculation.

Table 14.11.1 is applied in the following manner:

- (1) The required number of spaces for each use is calculated according Table 14.2.1.
- (2) The required number of spaces for each use is then applied to the percentages for each timeframe according to the appropriate land use category in Table 14.11.1 to determine the number of required spaces. This is done for each timeframe category.
- (3) The numbers are summed within each timeframe and the highest sum total in a timeframe is the required number of spaces. Refer to 14.11(B)(5) below.

(4) Shared parking may be located off-site so long as it complies with the location requirements as set forth in this Article.

(5) Sample Calculation: Multi-use Office Park.

**Table 14.11.1. Shared Parking Calculation.1.**

LAND USE	Weekday			Weekend		
	Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	6pm-Mid
<b>Residential</b>	100%	100%	100%	100%	100%	75%
<b>Commercial</b>	0%	100%	80%	0%	100%	60%
<b>Restaurant</b>	50%	70%	100%	45%	70%	100%
<b>Hotel</b>	100%	50%	90%	100%	65%	80%
<b>Office</b>	5%	100%	5%	0%	40%	10%
<b>Manufacturing</b>	5%	100%	5%	0%	60%	10%

**Table 14.11.2. Required Parking Spaces for Individual Uses Based on Table 14.2.1.**

Use & Square Footage	Parking Requirement	Number of Spaces Needed
Office: 24,000sf GFA	1 per 300sf GFA	80 spaces
Hotel/Motel: (55 rooms, 9 employees)	1 per room + 1 /2 employees	60 spaces
Restaurants: (75 seats, 10 employees)	1 per 5 seats + 1 /2 employees	20 spaces
Retail Establishments: 7,800sf GFA (8 employees)	1 per 300sf GFA + 1 /2 emp.	30 spaces
<b>TOTAL SPACES REQUIRED</b>		<b>190 spaces</b>

a. Using the shared parking calculation, these numbers are plugged into the table and using the percentages allotted to each land use for each time of day, are calculated as total spaces required per timeframe

**Table 14.11.3. Shared Parking Calculation.2.**

Land Use	Required by Code	Mid-7am		7am-6pm		6pm-Mid		Mid-7am		7am-6pm		6pm-Mid	
		%	#	%	#	%	#	%	#	%	#	%	#
<b>Residential</b>	<b>N/A</b>	100%	N/A	100%	N/A	100%	N/A	100%	N/A	100%	N/A	75%	N/A
<b>Commercial</b>	<b>30</b>	0%	0	100%	30	80%	24	0%	0	100%	30	60%	18
<b>Restaurant</b>	<b>20</b>	50%	10	70%	14	100%	20	45%	9	70%	14	100%	20
<b>Hotel</b>	<b>60</b>	100%	60	50%	30	90%	54	100%	60	65%	39	80%	48
<b>Office</b>	<b>80</b>	5%	4	100%	80	5%	4	0%	0	40%	32	10%	8
<b>TOTAL</b>	<b>190</b>		<b>74</b>		<b>154</b>		<b>102</b>		<b>69</b>		<b>115</b>		<b>94</b>

b. The shared parking provision allows this Multi-use Office Park to be constructed with 154 spaces (the highest number of spaces within the various timeframes - the 7am to 6pm timeframe). This is because these timeframe calculations take into account the times of day the various uses utilize the most parking.