

PARKING REQUIREMENTS

[Sec.] 6210. Basic provisions.

1. Off-street parking facilities and loading facilities shall be provided for any new building constructed, for any new use established, for any addition or enlargement of an existing building or use, any enlargement to or addition of on-site or off-site parking, or any change of occupancy or manner of operation that would result in additional parking spaces being required. The additional parking may be required only for such addition, enlargement, or change and not for the entire building or use unless it is determined that the conformity with parking as required herein is such that, based on historical function of the use or similar such uses, there is need for additional parking. The Department of Community Development shall evaluate the applicability for requiring additional parking spaces resulting from the addition, remodeling or expansion of a use.
2. All parking facilities shall be maintained as required herein. Such facilities shall be used exclusively for the temporary parking of motor vehicles. Parking facilities as required herein shall not be used for the sale, display, or storage of merchandise, for the storage or repair of vehicles or equipment or other such activity other than providing public and employee parking as required herein.
3. When vehicle access is taken directly from the alley, garages, carports or other form of covered parking shall be setback at least five feet from the edge of the property line.
4. Every parking space shall be striped or marked by a wheel stop. Safety barriers, wheel stops, protective bumpers or curbing shall be provided to prevent encroachment onto adjoining public or private property.
5. All drive surfaces shall be hard-surfaced with HMAC (hot mix asphalt concrete) or concrete suitable for continued use by vehicles of the type intended. The city may require details of paving sections, and modifications thereof, prior to plan or permit approval to ensure function and longevity for the intended use. Proposed alternatives to address the intent of this provision shall be considered on a case-by-case basis.
6. All new, additional or expanded parking shall be subject to landscaping requirements of [section 6800](#).
7. Where screening is required to address the intent of this ordinance, no vehicular alley access for ingress and egress to off-street parking facilities shall be permitted to break or otherwise to provide openings in the required screen.
8. All parking and loading facilities shall be located on the same site as the use for which such facilities are required, except as authorized herein.
9. The Department of Community Development may approve locating a portion of the required parking on another site when both the primary use and parking facility are located in a zoning district

which permits that use.

10. Off-site parking shall be located within 300 feet of the use which it serves, measured as the shortest practical walking distance from the nearest off-site parking space to the nearest entrance to the building or use which it serves.

11. Off-site parking proposed to share parking with an adjacent use shall require approval by the city. A written agreement with the owner of the off-site parking area, by a party authorized to enter such agreement, to assure the continued availability of the required parking area shall be required. Such agreement shall be on a form supplied by the city, filed for record at the county courthouse and a copy provided to the city. Authorized executors of the shared parking agreement shall each notify subsequent property owners and/or tenant of each affected property of the existence of the agreement which may affect the operations or allowed land uses on either property.

12. Parking proposed on a separate lot, tract or parcel from the facility or use it is intended to serve shall be considered as part of the total property of the facility or use regardless of any interruption by an easement, right-of-way or other separation. Such parking shall require compliance with provisions herein for the creation of a new use, the reconstruction or remodel of an existing use, or expanding parking facilities.

13. Off-site parking facilities shall not fulfill more than 50 percent of a use's parking requirement.

14. The Commission may authorize an adjustment in the total parking requirements where it is demonstrated that the application of the parking schedule is inappropriate to a proposed use due to the mix of existing or proposed uses. There shall be consideration toward calculating net floor area where it can be demonstrated and that special conditions exist which are unusual to the use or property. A request for adjustment may require the submission of a site plan, traffic study and floor plan which address the rationale for reducing parking requirements. Consideration and approval shall be contingent upon the continued operation of like or similar uses as identified under the parking schedule. A change to a use category of parking not included herein shall require separate consideration.

15. Minor variations of parking lot design or standards may be approved by the Department of Community Development as long as the purpose of this section is met.

16. The city may require the removal or relocation of curb cuts where it is found that an existing or proposed curb cut does, or has the potential to, cause conflicts with either on-site or off-site traffic and its circulation where other possibilities for curb cuts exists. The cost involved for closing and/or relocating curb cuts shall be borne by the property owner and/or tenant.

17. Visibility of and between pedestrians, bicyclists, and motorists shall be ensured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility.

18. Head-in parking from a public or private street or right-of-way is prohibited, except for single-

family or duplex residential use on a local or collector-classed street. No parking or parking facility shall be designed to require vehicles to back into a public or private street except as approved by the Department of Community Development. For the purpose of this section, the term "private street" shall be a means of moving traffic between properties or provide internal circulation to a property, not to include circulation aisles, fire lanes, or other areas for maneuvering on-site traffic as determined by the city.

19. Each parking space shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, as per the requirements of this ordinance, and shall at all times have access to a public street or alley. No off-street parking or loading facility shall be located either in whole or in part in a public street or alley right-of-way, or allow for the obstruction of any public sidewalk by a vehicle.

20. No loading area shall use a public right-of-way or adjacent property as part of a maneuvering area, nor shall a public right-of-way or adjacent property be used as part of a temporary or permanent parking area for loading or unloading.

21. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety and clearly marked as required by the city.

22. Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from any residential use and/or public street.

23. Areas used for primary circulation, for frequent idling of vehicle engines or for loading activities shall be designed with screening or sound reduction measures, and located so as to minimize impacts on adjoining properties.

24. All parking and loading facilities shall be maintained to ensure desirability and usefulness of the facility. Such facilities shall be maintained free of pot holes, refuse, debris, or other accumulated matter and shall at all times be available for the off-street parking or loading use for which they are required or intended.

25. All new, additional or expanded parking shall be subject to on-site stormwater detention in accordance with city requirements.

26. All parking facilities shall be graded and provided with permanent storm drainage facilities meeting the construction specifications set by the Public Works Department. Surfacing, curbing, and drainage improvements shall be sufficient to preclude the free flow of water onto adjacent properties or public streets or alleys, and to provide adequate drainage.

[27.] No parking will be permitted on unpaved or grassy surfaces within the area defined as the front yard or exterior side yard, unless recognized as the primary driveway serving a residence.

[28.] When due to the nature of operations, based on historic or similar operations, or where a use exceeds parking capacities required under this regulation, the Commission may review parking

requirements of [section 6220](#) and require additional parking. Such a review and decision shall constitute a conditional use subject to applicable provisions of [section 7200](#). Additional parking shall also be subject to other provisions of this ordinance.

(Ordinance 66-99, sec. 2, adopted 7/20/99)