



TABLE OF CONTENTS

SECTION NUMBER	NAME	STARTS AT PAGE (S)
10.1	General Provisions	10-1
10.2	Off- street Parking Lot Design Standards	10-4
10.3	Off-street Parking Lot Space and Aisle Dimensions	10-5
10.4	Off-street Parking Surface Requirements	10-5
10.5	Off-street Parking Space Requirements	10-6
10.6	Off-street Staging Space Requirements	10-11
10.7	Satellite Parking	10-12
10.8	Shared Parking	10-13
10.9	Parking Deck Standards	10-14
10.10	Off-street Loading Requirements	10-17
10.11	Parking of Passenger and Commercial Vehicles	10-19
10.12	Parking and Storage of Boats and Recreational Vehicles	10-20
10.13	Driveway Widths	10-21
10.14	Valet Parking	10-21

SECTION 10.1 GENERAL PROVISIONS

Off-street parking areas shall be designed to create a safe and comfortable environment for both motorists and pedestrians. Permanent off-street parking spaces shall be provided as specified herein for all uses occupying land or facilities (or portions thereof). In certain instances, on-street parking may be counted towards meeting the required number of off-street parking spaces. Such parking spaces may also be provided, in part or in whole, in a parking garage. The requirements of this section shall be met:

- A. At the time a Certificate of Occupancy is issued for a building or structure in which an approved use takes place;
- B. At the time any principal or accessory use or building is enlarged or increased in capacity, such as by adding dwelling units, guest rooms, seats, floor area, or other units of measurement [except as herein provided in Section 10.1 (D)] follows; or
- C. Before conversion from one (1) type of use or occupancy to another, or any change in the manner in which the use is constructed that would result in additional parking requirements [except as provided in Section



10.1(D)].

D. Standards for providing off-street parking spaces, and exceptions thereto, are as follows:

1. Every new use, or an enlargement, expansion or alteration of an existing use except as herein indicated, shall require off-street parking in compliance with this Chapter.
2. Except as provided herein, the number of required off-street parking spaces shall be increased when a change of use of either a structure or of land requires additional parking spaces in compliance with this Chapter. The number of Parking spaces may be decreased when a change of use requires fewer spaces than was originally provided.
3. The number of parking spaces shown in Table 10.5-1 for each use represents the required number of off-street parking spaces for such use. The number of off-street spaces provided on-site or off-site, may be reduced by up to ten (10) percent, upon approval by the Administrator on a case-by-case basis. Allowance for such reduction, or portion thereof, shall be made based on:
 - a. The nature of the use;
 - b. The number of trips anticipated to be generated by the use;
 - c. The times of day when the use would likely generate the most number of trips;
 - d. The extent to which other establishments are located on the same property and which may reduce the number of vehicle trips required between different establishments; and,
 - e. The availability of nearby on-street or public parking facilities.
4. A reduction by greater than ten (10) percent may only be granted by the Board of Adjustment as a special exception in accordance with Section 5.12.1(D).
5. Uses are strongly encouraged to provide off-street parking in keeping with the requirements of Table 10.5-1. The provision of off-street parking spaces greater than what is required shall be allowed. Notwithstanding, if a use seeks to provide off-street parking in excess of one hundred-fifty (150) percent of what is



required in Table 10.5-1, a special exception must be granted by the Board of Adjustment in accordance with Section 5.12.1E.

6. If a use is subject to the issuance of a conditional use permit, a parallel conditional use permit or conditional zoning request, the granting of the additional off-street parking spaces (or reduction of off-street parking) may be included as part of the request for such use.
- E. A principal use that is not deficient in the number of off-street parking spaces provided may expand or be changed to a different use without having to provide additional off-street parking spaces under certain circumstances. Such circumstances are:
1. When, after the expansion or use change, the number of off-street parking spaces provided still meets or exceeds the required minimum.
 2. If the expansion or use change results in the need to create no greater than ten (10) off-street parking spaces in order to meet the minimum number of required spaces or results in an increase of off-street parking spaces by no greater than ten (10) percent, whichever is less, these additional spaces may be waived by the Administrator on a one-time basis. In shopping centers, office parks and similar planned, phased or multi-use or multi-tenant developments, such waiver may only be applied once within the development.
- F. A certificate of compliance shall not be issued for any use until all off-street parking requirements in accordance with this chapter have been met and are in place and ready for use.
- G. The off-street parking and loading requirements contained in this Chapter shall not be applicable to any use located in the CBD zoning district, the TND center portion of a TND, except for multi-family uses, hotels and motels located in such areas.
- H. All off-street parking areas shall be located no closer than ten (10) feet from the edge of any public street right-of-way. Said ten (10) foot area (with the exception of those located in the CBD district, or within the TND center component of a TND, and all driveways, sidewalks, and other means of pedestrian or vehicular access) shall be grassed or planted with natural vegetation.

SECTION 10.2 OFF-STREET PARKING LOT DESIGN STANDARDS



- A. In the Urban Standards Overlay District, off-street parking in the front yard of the lot shall be limited to no greater than two (2) rows of parking. This requirement shall not apply to: single- and two-family dwellings; individual manufactured homes not located within a manufactured home park; and industrial uses. Refer to Section 7.6.3 (I) for specific requirements.
- B. Off-street parking lots shall be designed to allow pedestrians to safely move from their vehicles to on-site buildings. Lots containing more than one-hundred (100) off-street parking spaces on any one (1) side of the building shall be designed to have at least one (1) designated and readily identifiable corridor that channels pedestrians from their vehicles in that parking area to a nearby on-site building.
- C. Parking lots for commercial or office uses that: (i) lie in a Commercial, Office, or TMU zoning district; (ii) also lie within the Urban Standards (USO) Overlay District; and (iii) contain more than fifty (50) spaces shall be designed to inter-connect with adjoining lots under certain conditions. Refer to Section 7.6.3 (A) for specific requirements.
- D. Off-street parking lots shall be designed to facilitate safe and efficient movement and access by sanitation, emergency and other public service vehicles without posing a danger to pedestrians or impeding the function of the parking area.
- E. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend into public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility, or other structure. Any off-street parking area shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a sidewalk or public street right-of-way. This requirement does not apply to parking areas consisting of driveways serving lots that contain one- or two-family dwelling units and individual manufactured homes.
- F. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
- G. No off-street parking or loading area shall be located over an active or auxiliary septic tank field.
- H. The temporary parking or storage (for more than thirty (30) days) of manufactured homes shall be prohibited in any zoning district (excluding manufactured homes located in manufactured home sales lots).
- I. Off-street parking areas shall be located no closer than ten (10) feet from



the edge of any public street right-of-way. Appropriate measures shall be taken to prohibit vehicles from driving onto designated walk areas.

- J. Off-street parking is subject to the landscaping requirements in Section 11.5.

SECTION 10.3 OFF-STREET PARKING LOT SPACE AND AISLE DIMENSIONS

- A. Each parking space in surface parking lots (other than parallel parking spaces and those designed for the handicapped persons) shall contain a rectangular area at least nineteen (19) feet in length and nine (9) feet in width. Notwithstanding, however, in uses or developments that are required to provide in excess of one-hundred (100) spaces, up to twenty (20) percent of the total parking spaces (excluding those spaces designated for “handicapped persons”) may be designated as spaces for “compact cars only” and shall be a minimum of eight (8) feet in width and sixteen (16) feet in length. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area herein required.
- B. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty-two (22) feet in length by nine (9) feet in width.
- C. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking.

TABLE 10.3-1				
ANGLE OF PARKING (degrees)				
AISLE TYPE	0°	45°	60°	90°
One-way traffic	13'	13'	18'	24'
Two-way traffic	24'	24'	24'	24'

SECTION 10.4 OFF-STREET PARKING SURFACE REQUIREMENTS

- A. Except as herein provided, all off-street parking areas shall be paved. Pavement surfaces shall consist of asphalt, concrete, bituminous surface treatment, brick or other paving material that will provide equivalent protection against potholes, erosion, and dust. Pervious paving surfaces (e.g., "turfstone") that aid in reducing runoff are encouraged.



- B. In lieu of pavement, gravel surfaced parking lots shall be permitted in the following situations, provided appropriate measures are taken to mark spaces:
 - 1. Except in the USO overlay any nonresidential development involving a total of five (5) or fewer parking spaces.
 - 2. Any industrial district (outside the USO district) where no retail sales are involved.
 - 3. Any overflow parking lot serving a public assembly facility (e.g. school, church, athletic fields, stadium, etc.) provided said parking lot is located in the side or rear yard and is at least two-hundred (200) feet from any principal residential structure on another lot. Grassed or gravel "overflow" may be provided at recreational facilities. Overflow parking facilities are parking areas that are typically not used more than ten (10) times per year.
 - 4. Parking for one- or two- family residential uses.
- C. All handicapped accessible parking facilities shall be paved.
- D. Parking spaces and drives shall be appropriately marked with pavement paint or with other acceptable methods of alternate materials. Overflow parking facilities need not be marked.
- E. Off-street parking areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, off-street parking area surfaces shall be kept in good condition (free from potholes, etc.) and pavement markings shall be kept clearly visible and distinct.
- F. Whenever any parking area abuts a paved street, the driveway leading from such street to such area shall be paved for a distance of fifteen (15) feet inward from the edge of the public street.

SECTION 10.5 OFF-STREET PARKING SPACE REQUIREMENTS

The following standards shall apply when computing the required number of off-street parking spaces:

- A. CALCULATIONS



When measurements of the number of required spaces result in fractions, the space requirements shall be rounded up to the next whole number.

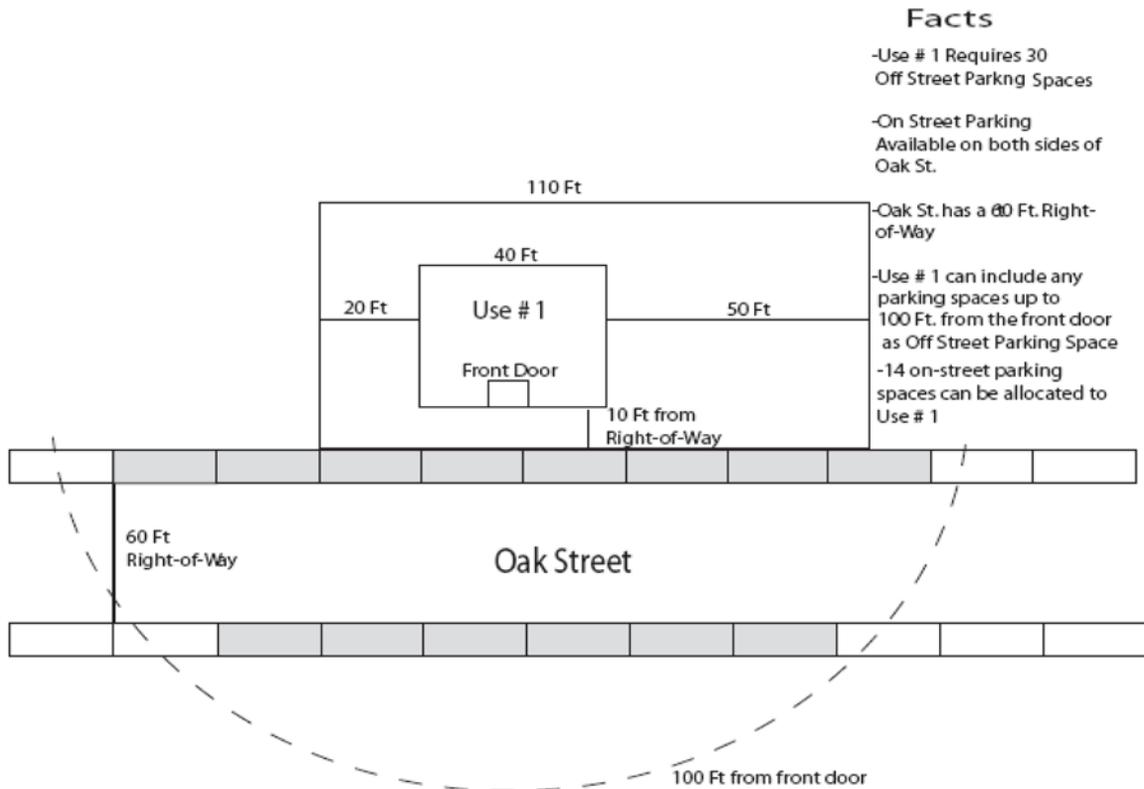
B. DIFFERENT USE AREAS

Except as herein provided, the required number of off-street parking spaces shall be calculated separately for each different use area in a building or on a site.

C. ON-STREET PARKING

On-street parking may be used to satisfy some of the off-street parking that otherwise is required for a particular use. Those on-street parking spaces that (i) lie on a public street and (ii) that lie within one hundred (100) feet from the principal pedestrian entrance to such use that abuts such street or an intersecting street, may be used to offset the number of on-site off-street parking space otherwise required. Refer to Figure 10.5-1 below for an illustration of this requirement.

Figure 10.5-1





D. ADJUSTMENTS TO REQUIRED NUMBER OF SPACES

The number of spaces shown in Table 10.5-1 shall be considered the minimum allowed for such uses. Variations to these requirements, both for the provision of greater or fewer spaces may be allowed as called for in Section 10.1(C), (D) and (E). In addition, reductions to the required number of spaces may be allowed in the USO and CH districts as indicated in Section 7.6.3 and 7.6.6, respectively.

E. PARKING BASED ON SEATING OR NUMBER OF CUSTOMERS

When requirements use seating or number of customers as a unit of measurement, all calculations shall be based on the design capacity of the area(s) used for seating or accommodating customers, or, where applicable, the maximum building code occupancy capacity.

F. PARKING BASED ON FLOOR AREA

Except as herein provided, when requirements use amount of square footage in buildings as a unit of measurement, all calculations shall be based on gross floor area.

G. PARKING BASED ON STUDENTS, EMPLOYEES, AND OCCUPANTS

Except as herein provided, when requirements use number of students, staff, or occupants as a unit of measurement, all calculations shall be based on the following:

1. Students- Maximum enrollment capacity
2. Employees- Largest number of persons working on any single shift
3. Customers, Patrons or Attendees- Maximum building code capacity

H. REQUIRED NUMBER OF OFF-STREET PARKING SPACES

1. Except as indicated in Subsection 2 below, the number of required off-street parking spaces for all uses is shown in Table 10.5-1.
2. Some uses have unique parking and loading demand characteristics, making it impossible to specify a single off-street parking or loading standard. Upon receiving a development application for a use shown below, the Administrator shall apply the off-street parking and loading standard specified for the listed use that is deemed most similar to the proposed use or establish minimum off-street parking requirements on the basis of a parking and loading study prepared by the applicant. Such a study shall



include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Administrator and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. These uses have 1.52 as the parking regulation number.

I. HANDICAPPED PARKING SPACES

All spaces designed for the handicapped and disabled that are mandated (in number) per the State Building Code shall count towards meeting the off-street requirements contained in Section 10.5.

Table 10.5-1 PARKING CALCULATION REQUIREMENTS	
<u>REQUIREMENT NUMBER</u>	<u>PARKING CALCULATION FORMULA</u>
1.0	None
1.1	Two (2) spaces
1.2	Two (2) spaces per dwelling unit
1.3	Two (2) spaces (except additional parking shall be provided based on the non-residential used portion of the structure)
1.4	Two (2) spaces plus one per roomer bedroom
1.5	0.25 per resident plus one (1) per staff person
1.6	One (1) space per 300 square feet
1.7	Two (2) spaces plus one (1) per guestroom
1.8	One (1) space per sleeping room plus one (1) per 800 square feet of meeting space or one (1) per three (3) seats in the public restaurant area, whichever is greatest
1.9	One (1) space per 250 square feet retail area plus four (4) per service bay (plus staging spaces per Section 10.6)
1.10	One (1) space per 500 square feet GFA plus one (1) per employee
1.11	One (1) space per 300 square feet plus one (1) per 5,000 square feet of indoor or outdoor display area
1.12	Two (2) spaces per bay (plus staging spaces per Section 10.6)
1.13	One (1) space per employee plus one (1) per vehicle used in the operation plus two (2) per vehicle designed to be accommodated in the service area
1.14	One (1) space per three (3) customers that can be accommodated plus one (1) per each employee during the shift of greatest employment (plus staging spaces per Section 10.6 for restaurants with drive-in windows)
1.15	One (1) space per employee plus one (1) per vehicle used in the operation plus two (2) for visitors
<u>REQUIREMENT</u>	<u>PARKING CALCULATION FORMULA</u>



NUMBER	
1.16	One (1) space per three (3) customers
1.17	One (1) space per campsite plus one (1) per employee
1.18	One (1) space per three (3) persons that outdoor facilities are intended to accommodate at maximum capacity plus one (1) per 300 square feet of indoor space accessible to patrons and guests
1.19	One (1) space per three (3) seats plus one (1) per employee
1.20	One (1) space per three (3) persons plus one (1) per vehicle used in the operation
1.21	One (1) space per 500 square feet
1.22	Two (2) spaces per machine (plus staging spaces per Section 10.6)
1.23	One (1) space per employee plus one (1) space per four (4) patron seats in the waiting area
1.24	Two (2) spaces per employee
1.25	One (1) space per three (3) viewing seats
1.26	Seven (7) spaces per classroom plus one (1) per employee
1.27	One (1) space per 250 square feet (except one (1) space per 800 square feet for furniture stores) and one (1) per 500 square feet for building materials and lumber sales
1.28	One (1) space per 150 square feet GFA
1.29	One (1) space per 300 square feet of sales area
1.30	One (1) space per 300 square feet of enclosed floor area plus one (1) per 5,000 square feet of outdoor display area
1.31	One (1) space per 400 square feet of indoor or outdoor display area plus one (1) per employee
1.32	One (1) space per employee plus one (1) per twenty (20) employees for visitors with a maximum of ten (10) visitor spaces required. For crematoriums with a viewing room, refer to the requirements for funeral homes.
1.33	One (1) space for facilities with 1 to 25 storage units; otherwise, one (1) per 25 storage units with a maximum of five (5) required spaces for facilities greater than 25 storage units
1.34	One (1) space per employee plus one (1) for each company owned vehicle plus ten (10) spaces for visitors
1.35	One (1) per guest bedroom plus one (1) per employee
1.36	One (1) space per employee plus ten (10) spaces for visitors
1.37	One (1) space per three (3) persons
1.38	One (1) space per 300 square feet plus five (5) visitors
1.39	One (1) space per three (3) persons plus one (1) per employee
1.40	One (1) space for each three (3) persons in the assembly area or sanctuary
1.41	Seven (7) spaces per classroom plus one (1) per three beds in each dormitory plus one (1) for each 300 square feet of office area. Spaces for stadiums shall be calculated separately.
1.42	One (1) space per bed, not including bassinets, plus one (1) per resident doctor plus one (1) per other employee
1.43	One (1) space per employee plus one (1) per vehicle used in the operation plus one (1) per three (3) patron seats or per three (3) auditorium or similar public assembly spectator seats, whichever is greater
REQUIREMENT	<u>PARKING CALCULATION FORMULA</u>



NUMBER	
1.44	One (1) space per employee plus one (1) per vehicle used in the operation plus one (1) per 300 square feet of viewing area or one (1) per three (3) auditorium seats or similar spectator seats, whichever is greater
1.45	One (1) space per employee plus one (1) per vehicle used in the operation plus one (1) per 200 square feet of customer waiting area
1.46	One (1) space per employee during the shift of greatest employment plus one (1) per vehicle used in the operation plus three (3) for visitors
1.47	Seven (7) spaces per classroom plus one (1) per 300 square feet of office area
1.48	Two and twenty-five hundredths (2.25) spaces per classroom or one (1) per three (3) seats in the assembly hall, whichever is greater
1.49	Five (5) spaces per classroom or one (1) per three (3) seats in the assembly hall or outdoor assembly area, whichever is greater
1.50	One (1) space per employee plus five (5) spaces per visitor
1.51	One (1) space per employee plus one (1) space for each vehicle used in the operation
1.52	To be determined by the Administrator by individual review based on section 10.5H.
1.53	One (1) space per three (3) boat slips.
1.54	One (1) space per employee of greatest shift plus three (3) spaces for the first twenty-five (25) occupant capacity and one (1) space per each additional twenty-five (25) occupant capacity.
1.55	Three (3) spaces per grooming chair.
1.56	One (1) space per two hundred (200) square feet GFA plus two (2) spaces for each fuel station.
1.57	One (1) space per employee of greatest shift plus one (1) space per three (3) boat slips. Additional parking shall be required as provided in this section for auxiliary services such as restaurants, motels, gift shops, etc.

SECTION 10.6 OFF-STREET STAGING SPACE REQUIREMENTS

In addition to providing the required number of off-street parking spaces as shown in Section 10.5 and Table 10.5-1, uses that have drive-in windows and day care centers shall provide the following number of staging (i.e., stacking) spaces:

TABLE 10.6-1 STAGING SPACE REQUIREMENTS	
<u>PRINCIPAL USE</u>	<u>STAGING SPACE REQUIREMENTS</u>
Day Care Centers (With 12+ Clients)	Five (5) spaces within a two-lane, one-way drive
Financial Institution	Four (4) spaces for the first drive-in service window; except if only one (1) drive-in window is provided, a minimum of six (6) spaces



Restaurant	Eight (8) spaces per drive-in window for fast-food restaurants; Twelve (12) spaces per drive-in window for drive-through restaurants
Car Wash, Automatic Class II (principal use)	Six (6) staging spaces and six (6) drying spaces
Car Wash, Self-service and Car Wash, Automatic Class I (principal use)	Two (2) staging spaces and one (1) drying space per wash bay
Convenience Store	Three (3) spaces per drive-in window
Beverage Store	Three (3) spaces per drive-in window
Dry Cleaner Service Outlet	Three (3) spaces per drive-in window
Entry Gates for Gated Subdivisions	Three (3) spaces per entry gate
Mini-warehouses (that have locked and keyed entrances)	Two (2) spaces outside of the street right-of-way
Other Uses With Drive-in windows	Three (3) spaces per drive-in window

NOTE 1: The Administrator shall have the authority to require additional staging spaces where, in his opinion, such staging spaces are needed to ensure that there is adequate vehicular storage capacity so that automobiles do not protrude into the adjacent road right-of-way.

NOTE 2: Each staging space shall have a minimum width of nine (9) feet and a minimum length of twenty (20) feet.

SECTION 10.7 SATELLITE PARKING

- A. Off-street parking spaces generally shall be provided on: (i) the same lot as the principal use; (ii) on a lot adjoining the principal use; or (iii) on a lot separated by a street or street intersection from the principal use. In instances where such parking for a principal nonresidential use cannot be reasonably provided on the same lot, it may be provided on a separate lot. At least one-half ($\frac{1}{2}$) of the required parking shall be provided on the lot containing the principal use, or an adjoining lot or a lot separated by a street or street intersection from the principal use. The remaining parking may be provided on a satellite lot, provided all parking spaces on such satellite lot lie within a five-hundred (500) foot pedestrian accessible walking distance of the lot containing the principal use. If a distance of greater than five hundred (500) feet is required, a special exception must be issued by the Board of Adjustment in accordance with Section 5.12.2E. Such satellite parking lots located in a Residential zoning district may only be for uses (either permitted or conditional) that are allowed in the



underlying Residential zoning district.

- B. An ingress / egress / shared parking agreement, acceptable to the City Attorney, shall be required to be submitted to the City when the satellite parking site is under different ownership than the use for which parking is provided. This agreement shall contain a provision that the Administrator shall be forthwith notified if the agreement is changed or annulled in the future.
- C. The land comprising the satellite parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and such shall bind heirs, successors, and assigns.
- D. The loss of the satellite parking area shall result in the voiding of the Zoning Certificate of Compliance, unless adequate parking is provided by other means.

SECTION 10.8 SHARED PARKING

- A. Cooperative provisions for off-street parking may be made by contract between two (2) or more adjacent property owners. The end result shall be that the sum of the parking spaces for the uses computed cooperatively shall be the same or more than if the uses were computed separately. Any such cooperative parking mechanism first must be submitted to the Administrator for his review and approval prior to the issuance of a certificate of occupancy. The agreement shall contain a provision that the Administrator will be immediately notified if the agreement is changed or annulled in the future. If the location of the cooperative parking area (which satisfies the needs of the off-street parking requirements shown in Section 10.5) lies greater than five-hundred (500) feet (measured in walking distance), a special exception must be issued by the Board of Adjustment in accordance with Section 5.12.2E of this Ordinance.
- B. A cooperative parking lot located in a Residential zoning district may only be for a use (either permitted or conditional) that is allowed in that underlying Residential district. Similarly, one (1) parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one (1) use may not be credited to any other use.
- C. To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be



credited to both uses. For example, if a parking lot is used in connection with an office building from Monday to Friday, but is generally ninety (90) percent vacant on weekends, another development that operates only on weekends could be credited with ninety (90) percent of the spaces on that lot. Or, if a church parking lot is generally occupied only fifty (50) percent of capacity on days other than Sunday, another development could make use of fifty (50) percent of the church's spaces on those other days.

- D. An ingress / egress / shared parking agreement, acceptable to the City Attorney, shall be required to be submitted to the City. This agreement shall contain a provision that the Administrator shall be immediately notified if the agreement is changed or annulled in the future.
- E. The land comprising the shared parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and such shall bind heirs, successors, and assigns.
- F. The loss of the shared parking area shall result in the voiding of the Zoning Certificate of Compliance, unless adequate parking is provided by other means.

SECTION 10.9 PARKING DECK STANDARDS

Parking decks may be used to satisfy off-street parking needs in all districts other than Residential districts. This section sets forth development standards to address parking decks as a principal or accessory use within such zoning districts. There are three (3) different parking deck standards shown. Parking decks located in any Office, Commercial (except CBD), or Industrial District, or the TND Center portion of a TND, shall conform to any of the three (3) options. Parking decks in the CBD district or the TND Center portion of a TND shall conform to Parking Deck Option C below.

10.9.1 PARKING DECK OPTION A

Parking decks may be constructed to the following minimum standards indicated below:

- A. Parking decks shall observe a minimum thirty (30) foot setback from the public right-of-way and must meet any more restrictive setback or other yard requirements for the underlying zoning district.



- B. A minimum nine (9) foot clearance shall be maintained on the first level of the deck and any additional level that provides disabled parking spaces, and a minimum seven (7) foot clearance throughout the remainder of the parking deck to ensure the safe movement of vans and emergency vehicles;
- C. A minimum twenty-five (25) foot planting strip shall be provided between the face of the parking deck and the adjoining sidewalk. The planting strip shall be planted as follows:
 - 1. Canopy trees shall be planted at a rate of one (1) tree per thirty (30) linear feet of street frontage;
 - 2. Understory trees shall be planted at a rate of one (1) tree per thirty (30) linear feet of street frontage; and
 - 3. Evergreen shrubs shall be planted along the face of the parking deck with a maximum spacing of five (5) feet on center.
- D. A minimum five (5) foot wide sidewalk shall be provided with a minimum six (6) foot wide planting strip between the sidewalk and the adjoining street. Said planting strip shall be maintained with natural ground covers.
- E. If the parking deck has a gated entrance, at least three (3) staging spaces designed for automobiles waiting for admission shall be provided.

10.9.2 PARKING DECK OPTION B

Parking decks may be constructed to the following standards, provided that the parking deck is architecturally treated in a manner that avoids a monolithic appearance. Treating the facade of the deck as a street wall and articulating it through a variety of building materials shall accomplish this to give the deck a more pedestrian-friendly character. Development standards are as follows:

- A. Parking decks shall be set back a minimum of twenty (20) feet from the street right-of-way and otherwise meet all yard requirements for the underlying zoning district.
- B. A minimum nine (9) foot clearance shall be maintained on the first level and any additional level that provides disabled parking spaces and a minimum seven (7) foot clearance throughout the remainder of the parking deck to ensure the safe movement of automobiles and emergency vehicles.
- C. The street wall of the parking deck shall be treated in such a manner as to partially screen street level parking as well as to provide visual interest to



- the pedestrian. This can be accomplished through the use of articulated pre-cast concrete panels, ornamental grillwork, or other means such as utilizing a variety of building materials such as brick or stone.
- D. If more than two (2) floors of parking are provided above street level, the third floor above street level and higher floors must be recessed at least twenty (20) feet from the setback of the first and second floors.
 - E. A minimum twelve (12) foot wide planting strip shall be provided between the sidewalk and the face of the deck. The planting strip shall be planted as follows:
 - 1. Canopy trees at a rate of one (1) tree per thirty (30) linear feet of street frontage; or
 - 2. Understory trees at the rate of one (1) tree per twenty (20) linear feet of street frontage; and
 - F. A minimum five (5) foot wide sidewalk shall be provided with a minimum six (6) foot wide planting strip between the sidewalk and the adjoining street. Said planting strip shall contain natural ground covers.
 - G. If the parking deck has a gated entrance, a staging area designed to accommodate at least three (3) automobiles waiting for admission shall be provided.

10.9.3 PARKING DECK OPTION C

This Option shall be the only parking deck option that is available in the CBD district and the TND Center portion of a TND. It may also be used in any other district in which parking decks are allowed. Development standards are as follows:

- A. At least fifty (50) percent of the street frontage of the first floor shall be used for retail or office use. The first floor of the parking deck shall be designed to compliment pedestrian-scale activity. The deck shall be designed so that the only openings at the street level are those that accommodate vehicle entrances and pedestrian access to the structure. The remainder of the street level frontage must either be retail or office space or an architecturally articulated facade designed to screen the parking areas of the structure, to encourage pedestrian scale activity, and to provide for urban open space.
- B. The parking deck shall be set back at least twenty (20) feet from the street



right-of-way where no retail or office uses are present.

- C. A minimum nine (9) foot clearance shall be maintained on the first level and any additional level that provides disabled parking spaces, and a minimum seven (7) foot clearance throughout the remainder of the parking deck to ensure the safe movement of vehicles and emergency vehicles.
- D. No more than the first two (2) floors of parking are allowed above the street level use at the setback line. All additional floors shall be recessed a minimum of twenty (20) feet.
- E. A minimum twelve (12) foot wide planting strip shall be provided between the sidewalk and the face of the deck where no retail or office uses are present. The planting strip shall be planted as follows:
 - 1. With canopy trees at a rate of one (1) tree per thirty (30) linear feet of street frontage; or
 - 2. Understory trees at a rate of one (1) tree per twenty (20) linear feet of street frontage.
- F. If the parking deck has a gated entrance, at least three (3) staging spaces to accommodate automobiles waiting for admission shall be provided.

SECTION 10.10 OFF-STREET LOADING REQUIREMENTS

SECTION 10.10.1 PURPOSE

In order to assure a proper and uniform development of off-street loading areas and to relieve traffic congestion in the streets, the off-street loading requirements set forth in this section will apply to all non-residential uses in all zoning districts. In the CBD Central Business District and the TND Center portion of a TND, off-street loading provisions shall apply to hotels and motels only. A Zoning Certificate of Compliance shall not be issued for any use until all off-street loading requirements in accordance with this section have been met.

SECTION 10.10.2 MINIMUM OFF-STREET LOADING SPACE REQUIREMENTS

The following minimum loading space requirements shall apply for the appropriate use:



TABLE 10.10-1 OFF-STREET LOADING REQUIREMENTS		
TYPE OF USE	GROSS FLOOR AREA (SQUARE FEET)	REQUIRED NUMBER OF LOADING SPACES
Restaurant, Hotel or Motel	5,000--49,999	One (1)
	50,000--99,999	Two (2)
	100,000+	Two (2) plus one (1) for each one hundred thousand (100,000) sq ft of GFA in excess of the first one hundred thousand (100,000) sq ft (Restaurants are to be calculated separately.)
Office, Commercial and Industrial; Shopping Centers	0-4,999	None
	5,000-19,999	One (1)
	20,000--49,999	Two (2)
	50,000--79,999	Three (3)
	80,000--99,999	Four (4)
	100,000--149,999	Five (5)
	150,000+	Five (5) plus one (1) per fifty thousand (50,000) sq ft of GFA in excess of the first one hundred-fifty thousand (150,000) sq ft.

SECTION 10.10.3 DESIGN OF LOADING SPACES

- A. A certificate of compliance shall not be issued for any use until all off-street loading spaces are designed and constructed so that all maneuvering to park vehicles for loading and unloading can take place entirely within the property lines of the premises. Loading spaces must be designed so as to not interfere with the normal movement of vehicles and pedestrians on public rights-of-way. Where feasible, off-street loading shall be located in the rear yard or screened from street view. Notwithstanding, in certain zoning districts, off-street loading areas shall be required in the rear yard. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking (except as noted), nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

- B. Each loading space shall have a paved surface and be a minimum of twelve (12) feet in width and thirty-five (35) feet in length. Each such space shall also have a minimum vertical clearance of fourteen (14) feet. For any use which is required to furnish three (3) or more loading spaces, at least one (1) of every three (3) spaces shall have a minimum width of twelve (12) feet, minimum length of one-hundred (100) feet and a minimum vertical clearance of fourteen (14) feet.



SECTION 10.10.4 WAIVER OR MODIFICATION

As part of the review and approval of a site plan and issuance of a zoning permit, the Administrator shall have the authority to waive or modify the requirements of this Section upon finding that the use does not require the requisite number and / or size of loading spaces as herein called for, given the peculiar operational characteristics of the use and its need or lack thereof for the delivery or shipment of goods to and from the site.

SECTION 10.11 PARKING OF PASSENGER AND COMMERCIAL VEHICLES

A. The parking of passenger and commercial vehicles on Residential zoned lots shall be limited as follows:

TABLE 10.11-1 PARKING OF RESIDENTIAL AND COMMERCIAL VEHICLE IN RESIDENTIAL ZONING DISTRICTS			
TYPE OF VEHICLE	ZONING DISTRICT	LOT SIZE	LIMITATIONS
Passenger Type Van or Pickup Truck (including towed trailers):	Any Residential zoning district	Any lot size	No limitations
Tractor Trailers, Cargo Trucks, and Similar Vehicles Having Two (2) or More Axles:	Any Residential Districts	Less than one (1) acre	Not allowed
	Any Residential Districts	One (1) Acre or greater	Allowed one (1) vehicle only per parcel; Overnight running of auxiliary equipment and engine allowed if vehicle is located at least two-hundred (200) feet from any property line



- B. Irrespective of the above, a lot containing a principal residential use located in a Residential zoning district may not be used as the base of operations for a freight hauling truck.
- C. The owner of the commercial vehicle must also be the occupant of the property on which the vehicle is parked and shall have a single family dwelling on the subject property.

SECTION 10.12 PARKING AND STORAGE OF BOATS AND OF RECREATIONAL VEHICLES

- A. A recreational vehicle shall not be deemed a dwelling unit. A recreational vehicle, except in a camping and recreational vehicle park or on an approved space within a Manufactured Home Park shall not be used for living, sleeping or housekeeping purposes.
- B. The following provisions apply to all lots in a residential zoning district, except for lots over five (5) acres in size located in a R-1, R-2 and R-3 zoning district:
 - 1. No more than one (1) recreational vehicle (i.e., RV motor home, travel trailer) over eight (8) feet in height and no more than one (1) boat or trailer combination over eight (8) feet in height may be parked on a lot containing a principal single-family dwelling.
 - 2. Such recreational vehicle shall be parked behind the rear building line of the principal building and shall be located no closer than five (5) feet from any property. Recreational vehicles that do not belong to the property owner but to visiting guests may be parked beyond the front building line of the principal structure for a period not to exceed fourteen (14) consecutive days. No greater than three (3) such parking events may be allowed per calendar year on any lot. In no case shall the vehicle be parked in a manner that impairs motorists' vision. Otherwise, such vehicles shall be parked in an enclosed garage.
- C. For multifamily developments that have designated areas for the parking of boats or recreational vehicles, such areas shall be located outside of any required setback, buffer, or landscaped area.



SECTION 10.13 DRIVEWAY WIDTHS

- A. The minimum width of a driveway shall be as shown in Table 10.13-1 below. Notwithstanding, a driveway with a width of no less than ten (10) feet for two-way traffic shall be allowed when: (i) the driveway is not longer than fifty (50) feet in length, (ii) provides access to not more than six (6) spaces and (iii) has sufficient turning space so that vehicles within the parking lot needs not be required to back into a public street.

TABLE 10.13-1 MINIMUM DRIVEWAY WIDTHS		
	ONE-WAY TRAFFIC	TWO-WAY TRAFFIC
Principal Arterial	14/16* feet	20/24** feet
Minor Arterial	14/16* feet	20/24** feet
All Other Roads	14/16* feet	20/24** feet
* A minimum of sixteen (16) feet is required to accommodate cars entering a lot; a minimum of fourteen (14) feet is required for cars leaving a lot. ** A minimum of twenty (20) feet is required outside the USO District; a minimum of twenty-four (24) feet is required within the USO District.		

- B. The maximum width of a curb cut shall be thirty-six (36) feet, except as otherwise authorized by NCDOT.

SECTION 10.14 VALET PARKING

The City Council (as a PCUP, CUP, or CD rezoning) or Board of Adjustment (as a variance) may approve valet parking as a means of satisfying otherwise applicable off-street parking requirements where all of the following standards have been met:

- A. 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 shall be provided;
- B. An equivalent number of valet spaces shall be available to replace the required parking spaces. Such valet spaces do not require individual striping, and may take into account the tandem or mass parking of vehicles.