



# City Planning Commission

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OCTOBER 12, 2015

3:00 P.M.

CITY COUNCIL CHAMBERS

**WORK SESSION AGENDA**

- I. WELCOME AND CALL TO ORDER
- II. ROLL CALL
- III. ITEMS FOR WORK SESSION

*Discussion of possible changes to City Parking regulations*

- IV. OTHER BUSINESS
- V. ADJOURNMENT



# PLANNING REPORT

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P.O. Box 3300

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## **City Planning Commission**

Meeting of October 12, 2015

### **Subject:**

*Potential changes to City Parking Regulations.*

### **Background:**

The City Zoning Code regulates the amount of parking required for a given use. It also regulates the size of parking spaces, type of pavement, landscaping with parking lots, and requirement for curb and gutter for storm water control.

The City has been requested to look into modifications of these regulations.

### **Staff Analysis and Recommendation:**

Parking regulations are locality specific. Urban areas that rely heavily on public transit do not need the number of spaces as a use in a rural area that everyone travels by vehicle.

The number of spaces for a given use, and even different types of the same use, is also dependent on a number of factors. A fast food restaurant with a large number of employees and high traffic volume will need more space than something such as a coffee shop. A large chain restaurant and bar may need more space than both as well. A small dentist office will need less space than a med-express facility, but both are classified as a medical office.

The current regulations on some uses are based on square footage of a structure, while certain operations are based on seating capacity, such as restaurants and churches. The issue with something such as this is that the number of seats may change after final inspections are complete. This is also difficult if a facility has no fixed seats or pews, such as a storefront church.

It is also rare to see a parking lot of a commercial operation (large or small) at full capacity except for a few yearly peak times (i.e. Christmas, Shopping Friday, and back to school rush). While there are parking minimums, there are not parking maximums. This lack of a maximum leads to unneeded asphalt and runoff issues associated with

large amounts of asphalt. The recently adopted Virginia storm water management regulations promote the reduction in the amount of impervious surface, as well as water quality by limiting the amount of petroleum based paving. To address these issues staff notes the following:

1<sup>st</sup> Staff would recommend that Planning Commission consider changing the parking regulations to have everything be based on square footage, not seating capacity. This would simplify the calculations as a building square footage is a fixed number, whereas seating capacity can fluctuate.

2<sup>nd</sup> Staff would recommend that all square footage numbers be reduced by 10-20%.

3<sup>rd</sup> Staff would recommend the establishments of a maximum number of parking spaces per a given use.

4<sup>th</sup> Staff would recommend that reductions on the minimum number and a greater maximum (if requested by the developer) be allowed for the use of alternative pavement materials such as pervious asphalt and concrete, per-stone, etc.

5<sup>th</sup> Staff would recommend that the driveway entrance standards be increased to further limit the number of curb cuts and width between curb cuts to help reduce points of conflict for traffic entering roadways.

6<sup>th</sup> Staff would recommend that additional reductions to the minimum number of spaces required be granted if cross access easements or shared use agreements are put in place on properties.

If these items are something that Planning Commission wishes staff to pursue, staff would recommend that Planning Commission hold another work session to review any recommended changes and their impacts on development.

**Attachments:**

Article 8, Parking and Loading Regulations

## ARTICLE 8. - PARKING AND LOADING REQUIREMENTS

## A. - Purpose.

The purpose of these regulations is to set forth off-street parking and off-street loading requirements in Danville for structures and uses governed by this article. The general criteria for these requirements shall be in accordance with the intensity of such use or structure, and with the aim of providing adequate parking for the public and reducing traffic hazards, conflicts and inconvenience.

(Ord. No. 2004-02.04, Art. 8, § A, 2-17-04)

## B. - General Parking and Loading Provisions.

1. Every building or structure shall be provided, at the time of initial construction, or at any other time specified in this article, with the minimum required off-street parking space and the minimum required space for the loading of goods or commodities.
2. Every building or structure changed in use or structurally altered shall be furnished with off-street parking, ingress and egress, space for loading of goods and commodities and adequate circulation required, but only to the extent that the change in use or structural alteration necessitates the need for additional parking.
3. All off-street parking spaces required for any residential use permitted in any residential zoning district in the City shall be provided on the same lot with such use.
4. All off-street parking spaces required for any use other than a residential use permitted in any residential district shall be provided on the same lot with such use except where practical difficulties prevent such location or where the public safety or the public convenience would be better served by a location other than on the same lot. In such cases the Director of Planning/Zoning Administrator may authorize alternative and/or cooperative locations of required parking spaces, subject to the following:
  - a. An alternative location shall be in the same ownership (fee simple or common) and zoning classification as that of the land on which the use is located.
  - b. A common or cooperative location, which provides parking for two or more uses, shall be in the ownership (fee simple or common) of at least one of the participants and shall have combined parking space equal to the sum required for the separate uses, except that the amount of space may be reduced by the Director of Planning/Zoning Administrator for reason of different hours of activity among the various uses, and shall be subject to such arrangements as will guarantee the permanent availability of such space.
  - c. The entrance to an alternative, common or cooperative location shall be within three hundred (300) feet pedestrian walking distance of the entrance to the use such location serves and be connected to such use by a pedestrian walkway. Such pedestrian access shall be accessible to the handicapped and shall meet ADA requirements where feasible in the determination of the Director of Planning/Zoning Administrator.
  - d. The right to use such property for parking shall be established by deed, easement, lease or similar recorded covenant or agreement, shall be approved as to form and content by the City Attorney and shall be recorded in the Clerk's Office.
  - e.

Should such off-street parking spaces become unavailable for use at some future time, an equal number of parking spaces shall be constructed and provided on either the primary site or by another off-site arrangement meeting the requirements of this article. Failure to provide these parking spaces within ninety (90) days from the date on which the use of the previously available spaces was terminated shall be a violation of this ordinance.

- f. The Director of Planning/Zoning Administrator may require a detailed parking impact and pedestrian access study to be prepared by the applicant in support of the requirements herein.
5. All off-street parking spaces and parking bays and off-street loading spaces shall be curb and guttered and designed to provide safe and convenient access to a public street. Ingress and egress shall be provided only through driveway, travelway or private street openings of design, location, and criteria approved by the Director of Planning/Zoning Administrator or the Planning Commission as needed. Access by a vehicle to required parking spaces shall be afforded without requiring another vehicle to be moved.
6. Requirements for parking space and parking bay paving improvements:
  - (a) For all residential, institutional and commercial uses (other than single family residential off-street parking and as otherwise addressed by the HP-O District), all required off street parking spaces and drives shall be constructed of an all weather, stabilized, dust free surface (concrete, bituminous concrete, paving blocks, or other similar material) with curb, guttering and drainage improvements. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B or their equivalent. The Director of Planning/Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
  - (b) For commercial and industrial uses, all employee and customer parking, as well as all entrances into parking areas, shall be constructed of an all weather, stabilized, dust free surface with curb, guttering and drainage improvements. For industrial uses, such paved surfacing may be waived by the Planning Commission only for areas used for the parking and/or loading of heavy equipment. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B or their equivalent. The Director of Planning/Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
  - (c) For parking areas of six (6) spaces or less, the requirement for paved parking with curb and gutter may be waived by the Planning Commission, provided that the parking surface be constructed with a minimum surface of six (6) inches of crushed stone with adequate compaction and storm drainage provisions.
  - (d) The requirements of the City's Design and Construction Manual shall govern the parking space and parking lot design sections, width, base and subbase structural characteristics, and construction criteria. Storm drainage and stormwater management construction details and calculations shall be provided with parking space and parking lot designs. Curb and guttering must be concrete, asphalt, or paving blocks and conform to VDOT standards CG-2, CG-6, MC-3, MC-3B or their equivalent. The Director of Planning/Zoning Administrator may permit alternative materials or designs for curb and guttering if substantial compliance with the VDOT standards can be shown.
- 7.

All off-street parking spaces and related accessibility requirements for handicapped persons shall conform with the most recent Americans with Disabilities Act (ADA) regulations and as otherwise provided in this article. Where ADA regulations are in conflict with or are more stringent than the regulations in this article, ADA regulations shall govern. A copy of these ADA regulations is available through the office of the Director of Planning/Zoning Administrator.

8. All off-street parking facilities shall be used solely for the parking of vehicles in operating condition by patrons, occupants or employees of the use to which the parking is accessory. No repair, dismantling or servicing of any vehicle, equipment, materials or supplies shall be permitted in any required off-street parking facility.
9. All off-street parking spaces, parking lots, loading areas, private streets, travelways and entrances shall comply with the geometric design criteria and pavement design standards as provided in the City's Design and Construction Standards Manual or as otherwise approved by the Director of Planning/Zoning Administrator.
10. Appurtenant lighting to residential parking areas shall be designed to minimize glare away from adjoining residential districts and away from adjacent uses.
11. Computations of parking space requirements on an employee/person basis shall be based on (a) maximum number of employees on duty and/or (b) the occupancy load of the building and/or (c) a detailed parking impact analysis as provided by the applicant and approved by the Director of Planning/Zoning Administrator.
12. No off-street loading space shall be located within a front yard.
13. All parking spaces shall be designed to prevent vehicles from extending over any property line, right-of-way, sidewalk or travelway. Where parking spaces allow a vehicle to extend over the face of curb into such areas, an additional parking space depth of two (2) feet shall be provided and/or parking bumper stops shall be incorporated into the parking space design.
14. Computations and analysis of parking requirements shall be performed by the Engineer or Architect submitting the subdivision plat and/or site plan, and those computations shall be considered as an integral element of the plat or site plan certification.
15. Where parking spaces or loading requirements are unclear or not specifically mentioned, the requirements shall be the same as required for a use of similar nature or as otherwise stipulated by the Director of Planning/Zoning Administrator.
16. Spaces designated for off-street loading shall not be counted toward the required number of off-street parking spaces.
17. Available on-street parking spaces shall not be counted toward the required number of off-street parking spaces.
18. In addition to the number of parking spaces required for new uses under this article, a change in use from existing single family dwelling to permitted multifamily housing units or other tenant housing facilities shall meet the following requirements:
  - a. Off-street parking spaces shall not be located within the established front yard area between the front property line and the building itself; and
  - b. All areas on-site which comprise the off-street parking site plan shall be visually defined by appropriate use of surface materials for vehicular uses which shall be duly maintained as a condition of the occupancy permit.
19. In addition to the number of parking spaces required by use under this article, non-residential

uses permitted in residential districts shall meet the following requirements:

- a. Non-residential parking spaces shall be designated so as to provide continuous visual separation of at least six (6) feet in width between parking and adjoining residential property, where applicable, by means of landscaping, fencing and/or ground cover. In addition, all areas between building setbacks and public street frontage shall be restricted to fifty percent (50%) development for parking area; and
  - b. All areas on-site which comprise the off-street parking plan shall be visually defined by paved surfaces which shall be duly maintained as a condition of the occupancy permit.
20. Any parking arrangement which requires the moving of any vehicle on-site in order to maneuver another vehicle on-site into or out of a required parking space shall not meet the intent of this article.
  21. Access to on-site parking shall not depend on the public right-of-way, other than alleys, in order to safely and conveniently maneuver into or out of parking spaces.
  22. Required off street parking spaces may be provided within garages, carports, or enclosed buildings provided that the provisions of this Article pertaining to dimensions, layout, and accessibility are met.

(Ord. No. 2004-02.04, Art. 8, § B, 2-17-04; Ord. No. 2005-01.03, 1-4-05)

C. - Parking and Loading Space Dimensions.

1. *Minimum parking space dimensions and layout.*

- (a) Parallel spaces: Standard parallel parking spaces shall have minimum dimensions of seven (7) feet by twenty-three (23) feet.
- (b) Perpendicular spaces: Standard perpendicular parking spaces shall be designed with a width of nine (9) feet and a length of eighteen (18) feet, provided that travelways combined with parking bays providing perpendicular parking shall have a minimum width of twenty four (24) feet (with 2-12 foot lanes) to accommodate two-directional traffic movements. Long-term or compact car perpendicular parking spaces (such as parking lots for full day shift for office or industrial employees or other forms of long-term parking) may reduced to eight and one-half (8.5) feet upon petition to and acceptance by the Planning Commission, provided that such spaces are clearly designated.
- (c) Angled and other forms of parking spaces: In cases where parking space and adjoining travelway dimensions vary from those above due to the nature of the parking areas and circulation patterns, the applicant shall be required to submit a detailed parking study prepared by a qualified design professional to justify such parking space size variations. Documentation shall be provided addressing parking space geometry, travelway access and turning movements, and other elements related to parking space layout and design criteria.
- (d) Refer to the City's Design and Construction Standards Manual for additional information and design criteria for parking spaces and parking lots.

2. *Off-street loading space dimensions and layout.*

- (a) No loading space shall be less than fifteen (15) feet wide, twenty five (25) feet long and fifteen (15) in vertical clearance, provided that the depth shall be sufficient to accommodate the largest delivery trucks supplying the establishment and that loading space lengths for semi-

trailer vehicles shall be not less than fifty (50) feet. Where more than one loading space has been provided and located parallel to the first, each additional space may be reduced to twelve (12) feet in width.

- (b) No off-street loading area shall necessitate maneuvering from a public right-of-way. No loading space shall be located in a front yard, except for industrial uses.
- (c) Off-street loading spaces shall not be located closer than forty (40) feet from the nearest point of intersection of the loading approach travelway with the public street right-of-way, provided that if such space is to access semi-trailer vehicles, then such distance be not closer than sixty (60) feet. In cases where an innovative building or site design application is employed in such a way as the impacts associated with the loading area may be properly mitigated with less loading area, a waiver of this requirement may be granted upon application by the City Manager, or his designee.

(Ord. No. 2004-02.04, Art. 8, § C, 2-17-04)

#### D. - Computation of Required Parking Spaces.

1. Floor area shall mean the gross floor area of the specific use, measured from the exterior faces of exterior walls or from the center line of walls separating two attached buildings. Unless otherwise specified, gross floor area shall include associated corridors, utility rooms and storage space.
2. Net floor area shall be considered as the total floor area designed for tenant occupancy of all floors of all buildings on a lot, measured from the center line of joint partitions to the interior faces of exterior walls, which excludes areas designed for permanent uses such as toilets, utility closets, corridors for pedestrian or vehicle through traffic, enclosed parking areas, meters, rooftop mechanical structures, mechanical and equipment rooms, fire exits, stairwells, elevators and escalators. For the purposes of this ordinance, the term "net floor area" shall not include outdoor display areas for the sale, rental and display of recreational vehicles, boats and boating equipment, trailers, horticultural items, farm or garden equipment and other similar products.
3. When the units of measurements determining the number of required parking spaces result in calculations requiring a fractional space, one space shall be provided for said computed fractional space.
4. In the case of mixed uses, the parking spaces required shall equal the sum of the requirements of the various uses computed separately, provided that the applicant may petition the Director of Planning/Zoning Administrator to permit shared parking and other forms of parking relief. Such petition shall be accompanied by a technical study of the parking requirements and recommendations for the planned parking for the mix of uses, including documentation on peak parking periods for individual uses, analysis of overlapping parking demands, and demonstration that the proposed parking will accommodate the anticipated demands.

(Ord. No. 2004-02.04, Art. 8, § D, 2-17-04)

#### E. - Minimum Required Parking Spaces.

The following parking requirements represent minimum standards for the provision of on-site parking for permitted and special permit uses:

1. *Accessory Living Unit*. Two (2) spaces per unit; such space must have convenient access to a street.
- 2.



- Ambulance Service, Fire Department or Rescue Squad Facility.* Adequate space to accommodate all motor vehicles operated in connection with such use and two (2) additional parking spaces per each such vehicle.
3. *Automobile Service Station.* One (1) space per each employee plus two (2) spaces per each service stall, but not less than five (5) spaces. In addition, when accessory activities rental of automobiles, trucks and trailers of all types are involved on site, there shall be provided suitable area to accommodate the highest number of rental units expected at any one time.
  4. *Barber Shop, Beauty Shop.* One (1) space per two hundred (200) square feet of gross floor area plus one (1) space per employee.
  5. *Bed and Breakfast Lodging.* One (1) space per room accommodation, plus two (2) additional spaces for any permanent dwelling unit located within or ancillary to the principal use.
  6. *Boardinghouse or Rooming house.* One (1) space per room accommodation, plus two (2) spaces per employee.
  7. *Building Materials Sales.* One (1) space per five hundred (500) square feet of retail sales area.
  8. *Car Wash.* Two (2) spaces per bay or stall; provided that such spaces may be stacked one behind another, plus one (1) space per employee on the major shift.
  9. *Child Care Center/Adult Day Care Center.* One (1) space per employee on the major shift, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions. A minimum total off-street parking of one (1) space per four (4) children shall be provided.
  10. *Churches and Places of Worship.* One (1) space per four (4) seating accommodations (ie. chair or bench space) in the assembly area of the facility having the largest capacity.
  11. *Country Club and Golf Course.* One (1) space per four (4) members based on maximum anticipated membership, plus one (1) space per two (2) employees on the major shift.
  12. *Contractor's Office and Shop.* One (1) space per two (2) employees on the major shift.
  13. *Convenience Store (Quick Food Shops).* One (1) space per two hundred (200) square feet of net floor area for the first one thousand (1,000) square feet, plus six (6) spaces per each additional one thousand (1,000) square feet.
  14. *Dance Hall (including dance area in restaurant, hotel, etc.).* One (1) space per one hundred (100) square feet of gross floor area.
  15. *Drive-in Bank.* One (1) space per 250 square feet of net floor area, plus sufficient area for eight (8) stacking spaces for the first drive-in window and two (2) stacking spaces per each additional window.
  16. *Dwelling, Multi-Family, Duplex and Single-Family Attached Dwelling.* One and one-half (1.5) space per dwelling unit with one (1) bedroom; two and one half (2.5) spaces per dwelling unit with two (2) bedrooms; three (3) spaces per dwelling unit with three (3) bedrooms; four and one-quarter (4.25) spaces per dwelling unit with four or more bedrooms, provided that parking requirements for housing for the independent elderly (without central dining facilities) may be reduced to two (2) spaces per three (3) dwelling units plus one (1) space per employee at peak shift.
  17. *Dwelling, Single Family Detached and Single Family Cluster Detached Residential.* Two (2) spaces per dwelling unit, if access to the lot is from a public street; Two and one-half (2.5) spaces per dwelling unit, if access to the lot is from a private street or common parking lot.

18. *Eating Establishment.* One and one quarter (1.25) space per four (4) seats (including outdoor seats), plus one (1) space per employee at the major shift.
19. *Elderly and Handicapped Housing (with central dining facilities).* One (1) space per three (3) dwelling units, plus one (1) space per employee at peak shift.
20. *Fast Food Restaurant.* One (1) space per one hundred (100) square feet of net floor area plus one (1) additional space for every two (2) employees with a minimum of eight (8) employee spaces.
21. *Financial Institution.* One (1) space per 250 square feet of net floor area.
22. *Funeral Home.* One (1) space for every four (4) seats in chapels or parlors with fixed seats; or one (1) space for each 100 square feet of floor area for assembly rooms used for services without fixed seats, plus one (1) space per two (2) employees, plus one (1) space for each vehicle used in connection with the business.
23. *Furniture Sales.* Same as for retail sales, provided that upon submission of design analysis supporting reduced need for parking, a reduction in number may be permitted with the approval of the Director of Planning/Zoning Administrator, provided that sufficient additional land area be reserved to allow for future alternative retail uses of the site.
24. *Green Houses and Plant Nursery.*

Enclosed Retail Sales Areas - One (1) space for each two hundred (200) square feet of retail sales;

Greenhouse Sales Areas - One (1) space per two hundred (200) square feet for the first one thousand (1,000) square feet and one (1) space for each five hundred (500) square feet of greenhouse sales area above one thousand (1,000) square feet;

Exterior Nursery Sales Areas - One (1) space per each five thousand (5,000) square feet of exterior nursery sales area.
25. *Hospitals and Medical Center.* One (1) space per two (2) hospital beds (at maximum rated capacity), plus one and one-half (1.5) spaces per each emergency room examination table or bed, plus one (1) space per employee on the major shift other than doctors, plus one (1) space per doctor assigned to the staff.
26. *Hotel or Motel.* One (1) space per rental unit plus one (1) space per employee on the major shift, in addition to spaces required for eating and assembly rooms as determined by the Director of Planning/Zoning Administrator.
27. *Industrial, Manufacturing and Warehousing Uses.* One (1) space per 1.5 employees on major shift, plus one (1) space per company vehicle / equipment, plus sufficient space to accommodate largest number of visitors and customers expected at any one time, but not less than one (1) space per 1,000 square feet of gross floor area.
28. *Institutional Housing.* One (1) space per two (2) patients, based on the occupancy load, plus (1) space per employee or staff member on a major shift.
29. *Kennels, Commercial.* One (1) space per four hundred (400) square feet of gross floor area including runs, plus one (1) space per employee.
30. *Laundromats.* One (1) space per four (4) washing machines.
- 31.

- Laundry, Dry Cleaning.* One (1) space per fifty (50) square feet open to the public with a minimum of five (5) public parking spaces, plus one (1) space per employee on the major shift.
32. *Medical or Dental Office.* One (1) space per three hundred (300) square feet of net office floor area, plus one (1) space per employee, provided that no individual unit shall have fewer than three (3) spaces.
  33. *Nursing or Convalescent Home.* One (1) space per three (3) residents, plus one (1) additional space for each employee on the major shift.
  34. *Offices.* One (1) space per three hundred (300) square feet of net office floor area, with a minimum of one (1) space per employee, provided that no individual office unit shall have fewer than three (3) spaces.
  35. *Outdoor Sales/Display Area.* One (1) space per five hundred (500) square feet of open sales/display.
  36. *Personal Service Establishment Uses (not otherwise specified).* One (1) space per 200 square feet of net floor area.
  37. *Recreational Facilities (including Billiard and Pool Halls, Bowling Alleys, Video Game Rooms, Health Clubs, Gyms and Paint Ball Parlors).* One (1) space per three (3) persons based on the maximum occupancy plus, one (1) space per employee on the major shift.
  38. *Recycling Center.* One (1) space per employee on the major shift, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions.
  39. *Repair Service Establishment.* One (1) space per two hundred (200) square feet of net floor area.
  40. *Retail Sales Establishment.* One (1) space per 200 square feet net floor area for the first 1000 square feet, plus four (4) spaces per each additional 1000 square feet. The wholesale component of any industrial, manufacturing or warehousing facility shall provide parking based on requirements for Retail Sales Establishments. Discount stores, wholesale outlets, "big box retailers" and "superstores" marketing as wholesale establishments shall provide parking based on requirements for Retail Sales Establishments.
  41. *School, Elementary.* Based on a review by the Director of Planning/Zoning Administrator of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other employee, plus four (4) spaces for visitors.
  42. *School, High.* Based on a review by the Director of Planning/Zoning Administrator of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums, and stadiums, proposed special education programs and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other full-time employee, plus one (1) space per eight (8) students, based on the maximum number of students attending classes at any one time.
  - 43.

*School, Kindergarten or Nursery.* One (1) space per employee, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions. A minimum total off-street parking of one (1) space per four (4) children shall be provided.

44. *Shopping Center.* One (1) space per 200 square feet net retail floor area for the first 1000 square feet, plus four (4) spaces per each additional 1000 square feet, plus additional spaces for restaurants, theaters, personal service establishments, and offices as determined by the requirements of this section.
45. *Swimming Pool, Commercial.* One (1) space per four (4) persons lawfully permitted in the pool at one time, plus one (1) space per employee.
46. *Tennis Courts/Tennis Club.* Four (4) spaces per court, plus such additional spaces as may be required herein for affiliated uses such as eating establishments.
47. *Theater, Auditorium, or Convention Center.* One (1) space per four (4) seat plus one (1) space per two (2) employees.
48. *Vehicle Sale, Rental and Ancillary Service Establishment.* One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but not less than five (5) spaces minimum.
49. *Vehicle Service Establishment.* Two (2) spaces per service bay, plus one (1) space per employee, but not less than five (5) spaces minimum.
50. *Veterinary Clinic.* One (1) space per one hundred (100) square feet of gross floor area exclusive of that area to house animals.
51. *Warehouse, Storage and Mini-storage.* Four (4) spaces per 1000 square feet of net floor area of office space associated with the use plus one (1) space per employee and/or two (2) spaces for a resident manager.
52. *Wholesale Trade Establishment.* One (1) space per 1.5 employees, plus one (1) space per company vehicle, but with a minimum of one (1) space per 1000 square feet of gross floor area.
53. *Miscellaneous Uses.* Where no specification is set forth herein for a specific use, parking requirements for such uses shall be based on facility usage by visitors, patrons, and/or customers plus employees, or as otherwise determined by Director of Planning/Zoning Administrator. At the discretion of the Director of Planning/Zoning Administrator, the applicant may be required to submit a parking impact study for uses for which regulations are not hereinabove provided.
54. *Handicap Spaces.* Minimum handicap space requirements shall be in accord with the table below unless ADA requirements for the use stipulate otherwise:
  - Less than five (5) total spaces: 0
  - Five (5) to fifty (50) spaces: 1
  - Fifty-one (51) to 100 spaces: 2
  - One-hundred one (101) spaces to two hundred (200) spaces: 3
  - Over two hundred (200) spaces: 3, plus 1 for each additional 100 spaces

(Ord. No. 2004-02.04, Art. 8, § E, 2-17-04; Ord. No. 2005-01.03, 1-4-05; Ord. No. 2010-09.02, 9-7-10)

F. - Off-Street Loading Spaces.

Off-street loading spaces are not required. However, if spaces are provided, they must meet the following requirements:

1. All off-street loading spaces shall be located on the same lot as the use served.
2. Off-street loading spaces may be provided cooperatively for two or more uses, as long as the contractual arrangements for the permanent availability of such spaces meet the standards set by the Director of Planning/Zoning Administrator.
3. All off-street loading space shall be provided with safe and convenient access to a street. If such space is located contiguous to a street, the street side thereof shall be curbed, and ingress and egress shall only be provided through such a curbed driveway.
4. No off-street loading area shall be used to satisfy the space requirement for any off-street parking facilities, and no loading area shall be so located as to interfere with the free circulation of vehicles in any off-street parking area.
5. No motor vehicle repair work, with the exception of emergency service, shall be permitted in any space designated as off-street loading area.
6. All off-street loading areas, including aisles and driveways, shall be constructed and maintained with a dustless (concrete or bituminous concrete) surface, except as otherwise permitted for heavy equipment storage for industrial uses.

(Ord. No. 2004-02.04, Art. 8, § F, 2-17-04)

G. - Stacking Lane Requirements.

1. Stacking spaces shall be required for any use having drive-through or drive-in-facilities.
2. Stacking spaces shall be a minimum of ten feet in width and eighteen feet in length, and shall be designed so as not to impede on- and off-site traffic movements.
3. Stacking lanes and spaces shall be separate from other circulation aisles and parking spaces.
4. Stacking lanes shall be separated from other on-site parking and circulation lanes by a raised median or other acceptable method to ensure the adequate channeling and safety of traffic movements.
5. Computation of required stacking spaces: The following minimum stacking space requirements shall be provided in accordance with the following schedule:
  - a. Eating and fast food establishments: Ten (10) stacking spaces, with distance as measured from the closest drive-through window.
  - b. Car washes: Three (3) stacking spaces per car wash bay.
  - c. Financial institutions: Eight (8) stacking spaces for the first drive-through window and four (4) stacking spaces for each additional window.
  - d. Other uses: For uses not specifically provided for herein, the Director of Planning/Zoning Administrator shall make the final determination regarding the number of required stacking spaces.

(Ord. No. 2004-02.04, Art. 8, § G, 2-17-04)

H. - Handicap Parking Space Requirements.

1. Handicap parking spaces for the physically disabled or elderly shall be required at the rate of three percent (3%) of the first 200 parking spaces required for any use.
2. For uses which provide parking for more than 200 spaces, six (6) handicap spaces shall be provided for the first 200 parking spaces, plus one (1) percent of the required spaces in excess of 200 parking spaces.
3. Notwithstanding the above, all handicap parking space requirements shall conform with current ADA regulations.
4. The Planning Commission, upon recommendation by the Director of Planning/Zoning Administrator may modify handicap space requirements where the applicant can demonstrate fewer spaces are required and that ADA requirements are fully satisfied.
5. Perpendicular handicap parking spaces shall be 13 feet wide and 18 feet long, including a 5 foot width for the delineation of aisles for access to vehicle, provided that two handicap spaces may share the same 5 foot access aisle. Spaces shall be located as close as possible to the primary building entrance(s).
6. No more than four (4) handicap spaces shall be grouped together within a parking lot.
7. Inclined access ramps shall be provided and designed to promote safe access from both sides of a vehicle directly to a sidewalk. Ramps shall have a minimum width of five (5) feet and a maximum slope of one unit vertical in twelve units horizontal (1:12), provided that if current ADA requirements for handicap space access are more restrictive, then ADA standards and criteria shall apply. These ramps should also provide suitable accessibility to vans.
8. All handicapped parking spaces shall be clearly identified by the placement of signs, with minimum height of four (4) feet and a maximum height of six (6) feet. Signs and parking spaces shall be marked with the standard handicap logo.

(Ord. No. 2004-02.04, Art. 8, § H, 2-17-04)

I. - Private Streets, Travelways and Combined Travelways and Parking Bays.

1. Private streets in any residential single family subdivision may be approved only by the Planning Commission. Private travelways and combined travelways/parking bays in townhouse, apartment and non-residential development may be allowed as a part of the site plan approval process.
2. Private streets, travelways, and combined travelways/parking bays (lots) are intended to provide on-site vehicular circulation and parking for projects such as townhouse and multi-family development, commercial shopping centers and freestanding uses, and other uses requiring a site plan for which public streets and parking is not deemed necessary. Private streets, travelways, and combined travelways/parking bays shall be limited to serve primarily non-through, fixed-traffic generating internal vehicular circulation conditions related to a particular site plan use and which, further, do not adversely affect the transportation objectives of the Comprehensive Plan or limit the ability of the City to provide for future public street improvements where such private facilities are proposed. See the City Design and Construction Standards Manual for illustrations of and design criteria for these private facilities.
3. Private streets, travelways and combined parking bays/travelways shall be designed based on the projected traffic demands for a given facility, and, further, shall comply with the standards and criteria of the City's Construction and Design Standards Manual and the Subdivision Ordinance. The engineer or architect submitting a site plan shall provide a detailed traffic impact analysis and

transportation improvements plan which provides analysis and specifications for pavement widths, street geometry, pavement design, signage, signalization, and private ingress/egress easement requirements.

4. Easements of ingress and egress shall be granted for public emergency vehicles and private maintenance vehicles.

(Ord. No. 2004-02.04, Art. 8, § 1, 2-17-04)