

# Article VIII

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**ARTICLE VIII. OFF-STREET PARKING AND LOADING REGULATIONS**

**Cross reference**— Construction and removal of driveways, § 23-86 et seq.; stopping, standing and parking, § 26-46 et seq.

**Section 30-8.1. Purpose.**

The purpose of this article is to provide for the general welfare and convenience of the public by establishing minimum standards for the development of off-street parking facilities that ensure the safe movement of traffic, promote aesthetic qualities, and protect adjacent residential and institutional uses from the adverse impacts of vehicular traffic and parking congestion.

(Ord. No. 3777, § 1, 6-10-92)

**Section 30-8.2. Basic regulations.**

- F. *Applicability of requirements.* Off-street parking facilities including, but not limited to, those provided for any new building constructed , for any new use established, for any addition or enlargement of an existing building, and for any change in the occupancy of any building or the manner in which any use is conducted that would result in additional required parking spaces , shall be subject to the provisions of this article.
- G. *Nonconforming uses.* No use of land, lawfully existing on October 26, 1981, shall be deemed to be nonconforming solely because of the lack of off-street parking facilities prescribed in this chapter.
- H. *Requirements for uses not mentioned.* In the case of a use not mentioned, the requirements for off-street parking shall be the same as for the most similar use specifically mentioned.
- I. *Optional parking study.* Applicants may submit a parking study as part of the development plan that illustrates the actual demand for the proposed use.
- J. *Shared use parking (two or more uses on same site).* Parking for shared uses shall be based on the type of uses and the hours of operations. The total number of required parking spaces may be reduced up to 25 percent. .. The following criteria must be met to receive the shared parking reduction.
  1. A shared parking agreement reached by each property owner or authorized agent is required.
  2. Shared parking matrix. City standards shall be used to calculate the shared parking usage percentages for multiple uses according to the shared parking matrix below.

USE	WEEKDAY			WEEKEND		
	1 am - 7 am	7 am - 6 pm	6 pm - 1 am	1 am - 7 am	7 am - 6 pm	6 pm - 1 am
Multiple-Family Residential/Attached Dwelling	100%	60%	100%	100%	75%	95%
24-7 Reserved Parking	100%	100%	100%	100%	100%	100%
Civic Facility	0%	100%	10%	0%	100%	30%
Public Administration	0%	100%	10%	0%	10%	0%
Day Care Center	0%	100%	0%	0%	0%	0%
Entertainment Establishment	0%	40%	100%	0%	80%	100%
Office	5%	100%	5%	0%	15%	0%
Hotel/Motel	100%	55%	90%	100%	55%	90%
Food Service Establishment*	20%	70%	100%	30%	75%	100%

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Retail/General Commercial	0%	100%	80%	0%	100%	60%
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\*not 24 hour

K. Location of parking area.

1. Required off-street vehicle parking areas shall be located on the same lot or parcel of land as the principal structure to be served, or on any lot or parcel of land within 300 feet of the principal structure to be served, or within 600 feet if the structure is located within a Transect Zone, as measured from the lot line to the nearest point of the off-street parking facility, provided that this provision shall not be interpreted to permit the location of off-street parking spaces within a zoning district where parking facilities are not otherwise permitted.
2. All bicycle parking facilities required by this chapter shall be located on the same lot or parcel of land as the use for which such facilities are required and as close to the building entrance as possible without interfering with the flow of pedestrian traffic.
3. Within the transect zones, a minimum of 10 percent of the provided bicycle parking shall be located between the street curb and the front of the building. The remainder shall be located a maximum distance of 600 feet from a building entrance. Within the T-5 and T-6 zones, bicycle parking that is not located along the street shall be covered from inclement weather or located within a parking structure.

L. Joint use of parking area. The joint use of vehicle parking facilities of more than five spaces by two or more uses is permitted whenever such joint use is practicable and satisfactory to each of the uses intended to be served and when all requirements for location, design and construction can be satisfied. In computing capacities of any joint use, the off-street vehicle parking requirement is the sum of the individual requirements that will occur at the same time, provided that the total of such off-street vehicle parking facilities required for joint or collective use may be reduced during site plan approval in accordance with the following criteria:

1. That the uses which the joint off-street parking facilities serve do not normally or regularly operate during the same hours of the day or night may be considered; and
2. Not more than 60 percent of off-street vehicle parking facilities required for a use may be supplied by off-street vehicle parking facilities which are provided for other buildings or uses.

M. Joint use agreement. A copy of an agreement between joint uses shall be filed with the application for a building permit. The agreement shall include a guarantee for continued use and maintenance of the parking facility by each party to the joint use.

N. Leased parking facilities. Required off-street vehicle parking areas may be leased (the "leased area") with boundaries clearly delineated in the lease by the owner or operator of the principal structure to be served, provided the owner or operator enters into a written lease agreement, which shall be subject to the approval of the city attorney, under the following terms and conditions:

1. The leased area is within 300 feet, or within 600 feet if the structure is located within a Transect Zone, of the main entrance of the principal structure measured to the nearest point of the leased area;
2. The leased area shall be clearly marked with appropriate signage indicating that the area is for the exclusive use of the principal structure, except in a Transect Zone, wherein the leased area may be jointly used with another principal structure provided the uses in such principal structures do not normally or regularly operate during the same hours of the day or night and otherwise comply with the provisions of subsection K of this section;
3. The leased area must comply with, the landscaping section and the design requirements of this chapter;

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- 4. The term of the lease for the leased area shall be a minimum of three years with a minimum one-year cancellation clause; and
  - 5. The lease shall expressly provide that the use of the principal structure is expressly contingent upon the parking facilities of the leased area, and if the lease is terminated for any reason the owner or operator of the principal structure shall immediately cease operations and terminate the use of the principal structure unless and until additional required off-street parking facilities are provided in accordance with provisions of this article.
- O. *Assessed parking.* The required off-street vehicle parking for a particular use shall be reduced by its proportionate share of publicly owned public parking for which it has been specifically assessed. The applicant must acknowledge through an agreement or a statement in the development plan that the city retains the right to remove the on-street parking.
- P. *Enforcement.* Off-street parking facilities shall be maintained and continued as an accessory use as long as the principal use is continued. It shall be unlawful for an owner or operator of any building, structure or use controlled by this article to discontinue, change, dispense with, sell or transfer any required parking facilities, including those leased or jointly used, without establishing alternative vehicle parking facilities which meet the requirements of this article. It shall be unlawful for any person, firm or corporation to utilize a building, structure or use without providing the off-street parking facilities to meet the requirements of this article.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 0201038, § 1, 7-14-03)

**Section 30-8.3. Design requirements for off-street vehicle parking.**

Off-street vehicle parking, including public parking facilities, shall be designed, constructed and maintained in accordance with the following standards and regulations:

- A. *Access.* Vehicular ingress and egress to off-street parking facilities shall be in accordance with the Driveway Ordinance, chapter 23, article V.
- B. *General requirements.* Parking areas shall be so designed and marked as to provide for orderly and safe movement and storage of vehicles.
  - 1. All parking spaces shall contain some type of vehicle wheel stop or other approved barrier that prevents any part of a vehicle from overhanging onto the right-of-way of any public road, alley, walkway, utility or landscaped area.
  - 2. All parking lots with two or more rows of interior parking shall contain grassed and/or landscaped medians at least eight feet in width unless an alternative landscape plan is approved pursuant to Article IX. Where it is determined by public works that the landscaped median(s) would obstruct the storm drainage, the planning and development services director may approve an alternative.
  - 3. Off-street parking on any property with RC, RSF-1, RSF-2, RSF-3, or RSF-4 zoning, or planned development (PD) zoning with single family or two-family dwellings, and that is located within either the University of Florida context area or a residential parking overlay district area shall be regulated in accordance with Section 30-5.39.
  - 4. Maneuvering and access driveways for off-street parking areas, except those provided for single-family dwellings, shall be provided within the lot on which the parking is located so that any vehicle shall not be required to back into or maneuver within the public street right-of-way on entering or leaving any off-street parking space.
  - 5. The minimum distance from the street right-of-way line at any major ingress or egress driveway to any interior service drive or parking space having direct access to such driveway shall be 100 feet. A major

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driveway is defined as the main ingress or egress point as approved by the city plan board, development review board or technical review committee.

- 6. The minimum distance from the street right-of-way line at any other ingress or egress driveway to any interior service drive or parking space with direct access from such driveway shall be 20 feet. However, the city manager or designee may allow a reduction of the 20-foot requirement, provided generally accepted traffic principles are maintained, under the following conditions:
  - a. Where an existing vehicular use area would be impractical to meet the 20-foot requirement; or
  - b. Where an existing vehicular use area proposed for improvement exists with less than the required 20 feet; or
  - c. For any new development or redevelopment of a vehicular use area, except a vehicular use area with direct access to any roadway classified on the official roadway map, the minimum distance from the right-of-way line at any other ingress or egress driveway to any interior service drive or parking space with direct access from such driveway may be nine feet (which distance also meets landscape requirements) provided all of the following conditions are met for each type of use:
    - i. Residential off-street parking:
      - Vehicular use area access: From alleys or local streets (streets designed for or carrying traffic volumes of under 1200 vehicles per day);
      - Available right-of-way from edge of pavement to the private property line: 10 feet minimum (not required for alleys);
      - Speed limit: The posted speed limit is 30 mph or less;
      - Use: Generates less than 300 trips per day.
    - ii. Nonresidential off-street parking:
      - Vehicular use area access: From alleys or local streets (streets) designed for traffic volumes under 1,200 vehicles per day);
      - Available right-of-way from edge of pavement to the private property line: 10 feet minimum (not required for alleys);
      - Speed limit: The posted speed limit is 35 m.p.h. or less;
      - Size of parking lot: 25 or fewer nonresidential parking spaces; and
      - Use: Generates less than 100 trips per day.

C. Construction specifications.

- 1. *Paved parking facilities.* Except as provided in subsection (3)b. below, all off-street parking areas shall be paved using asphaltic concrete, concrete, paving block or brick, and shall be designed and constructed in accordance with the standards and specifications adopted by resolution of the city commission and on file in the public works department.
- 2. *Unpaved parking facilities.* Unpaved spaces shall be located on the periphery of any paved parking areas in locations that will receive less use than those paved and more remotely located to the use served. All gravel areas must be self-contained with curbing that is acceptable to the Public Works Department. The following parking facilities may be unpaved , provided such facilities are approved by the city plan board, development review board or the city manager or designee to be in compliance with this section and other applicable requirements of the Land Development Code:

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- a. Up to 70 percent of the required vehicle parking spaces for places of religious assembly provided that such unpaved parking spaces shall not be used as joint parking with any uses other than places of religious assembly.
  - b. Up to 20 percent of the total required spaces for multifamily dwellings, in accordance with Section 30-8.3.C.3.
  - c. Parking spaces provided in excess of the minimum number required by this article, or for uses not required to provide parking spaces.
  - d. Parking lots located in the residential districts, as identified in section 30-5.1, when said lots contain ten or fewer parking spaces, and parking lots in the OR and, office districts when such lots contain less than seven parking spaces.
  - e. Unpaved spaces shall be located on the periphery of any paved parking areas in locations that will receive less use than those paved and more remotely located to the use served. All gravel areas must be self-contained with curbing that is acceptable to the public works department.
  - f. College Park/University Heights areas in accordance with Section 30-5.40.
3. Supplemental provisions for multiple-family dwellings with more than six parking spaces.
    - a. Six months after a final certificate of occupancy is issued, or, if phased, upon installation of all parking facilities required, an inspection will be made by the city manager or designee. If findings indicate that the unpaved spaces are in good condition or infrequently used, such unpaved spaces may remain unpaved. If findings show that the spaces receive as much use as the paved spaces, or have deteriorated, such unpaved spaces shall be paved within 90 days of written notice to the owner of the property.
    - b. Stormwater management facilities shall be provided for all vehicle use areas, whether paved or unpaved, at the time of construction unless the owner demonstrates that stormwater management facilities can be expanded to accommodate future required paving and upon recommendation of the public works department.
    - c. A violation of the Code of Ordinances occurs if the unpaved parking area deteriorates so that nearby properties, rights-of-way or easements are adversely impacted or if the unpaved parking area has deteriorated so that it may no longer be used for parking. Evidence of deterioration includes but is not limited to:
      - i. The settlement of the unpaved parking area(s) such that drainage patterns are redirected onto off-site properties rather than the intended stormwater management facilities.
      - ii. Absence or failed condition of the approved unpaved parking surface.
      - iii. Introduction of sediment and debris from the unpaved parking area onto city rights-of-way and easements.
    - d. To remedy this violation, the city may require the property owner to pave the area, or, at the city's option, to stabilize the area in another manner. If paving is deemed necessary by the city, the property owner may be required to expand the stormwater management facilities as provided in subsection (3)c.4 of this section. Failure to remedy the violation is subject to penalties provided by section 1-9 of Chapter 1, General Provisions of the Code of Ordinances.
  4. Provisions for vehicles and equipment display and storage areas.
    - a. When allowed as a permitted use, parking, storage or display of automobiles for sale or lease must be conducted on a paved hard surface.

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- b. All mechanical equipment and merchandise must be installed or displayed on a paved hard surface.
- c. Temporary parking and storage may be allowed by the city manager or designee for up to 60 days in areas outside of the wellfield protection zones. The city shall make a determination that:
  - i. The location of the facility will not be harmful to, nor impact surface waters, wetlands or other environmentally sensitive areas;
  - ii. The nature, extent and duration of the proposed storage area will not create a nuisance or safety hazard;
  - iii. That the storage use will be of an intensity that will maintain sod or some other vegetative cover; and
  - iv. That the applicant has a plan to return the site to an original or improved condition.
- D. *Dimensional requirements.* Vehicular parking widths and depths shall meet the specifications in the City's Engineering, Construction and Design Manual.
- E. *Handicapped parking.* Accessible handicapped parking spaces shall comply with the state accessibility requirements manual on file at the Building Inspection Department.
- F. *Tandem parking.* When administered as a valet parking service, required off-street parking may be placed in a tandem configuration upon approval by the development review board, the plan board, or the city manager or designee where development plan review before the plan board or development review board is not required. The area used for tandem parking must be clearly designated on a development plan and must meet all landscaping requirements, except that the location of required interior landscaping shall be determined at the time of development review. Approval of tandem parking configuration shall be based on continued maintenance of the administered parking service. If and when the service is discontinued, the regular off-street parking configuration of aisle and spaces shall be reinstated and the minimum parking spaces required shall be provided in accordance with this article. When using this option the property owner must demonstrate that private streets, vehicular maneuvering areas, service areas, loading and unloading area, queuing areas and any regular parking space can function efficiently and will not obstruct the efficient flow of traffic, service, utility and vehicles on the site.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3896, § 2, 8-23-93; Ord. No. 3966, §§ 1, 2, 3-28-94; Ord. No. 3983, § 1, 7-11-94; Ord. No. 4075, § 13, 5-8-95; Ord. No. 951413, § 2, 10-27-97; Ord. No. 990954, § 15, 4-24-00; Ord. No. 000516, § 4, 2-11-02; Ord. No. 021038, § 2, 7-14-03; Ord. No. 060103, § 4, 9-11-06)

**Section 30-8.4. Design requirements for structured parking.**

- A. Development plans for new parking garages as a principal or accessory use shall:
  - 1. Minimize conflict with pedestrian and bicycle travel routes;
  - 2. Provide parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
  - 3. Be located and designed to discourage vehicle access through residential streets;
  - 4. Design facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.
- B. Structured parking shall not be located within 100 feet of property designated for single-family use on the future land use map.

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- C. Accessory automotive detailing (as defined in Article II) may be permitted within structured parking facilities. These accessory uses may be allotted an area equal to no more than 5 parking spaces within the parking structure. One exterior sign of no more than 6 square feet at an entrance to the garage is permitted in association with accessory automotive detailing.

**Section 30-8.5. Design requirements for bicycle and motorcycle parking.**

- A. Required bicycle parking facilities shall be designed, constructed and maintained in accordance with the following standards:
  - 1. Bicycle parking facilities shall include provision for the secure storage and locking of bicycles on a hard surface at least seven feet in length. All required bicycle parking facilities shall be from an approved list of bicycle parking devices maintained by the planning and development services department. Such approved list shall be adopted and amended by resolution of the city commission. Other bicycle parking devices may be used if it can be established to the satisfaction of the building official that they are equivalent to any devices on the approved list in function, quality and construction.
  - 2. Fixed objects which are intended to serve as bicycle parking facilities shall be clearly labelled as available for bicycle parking.
  - 3. If a room or common locker not divided into individual lockers or rack spaces is used, one bicycle space shall consist of an area not less than 12 square feet with locking devices. Adequate aisle widths shall be provided in rooms or common lockers. Bike racks should be spaced at least 2.5 feet on center.
  - 4. Individual locker spaces or racks shall be designed so as to provide convenient ramped access to users.
- B. Motorcycle spaces (stalls) shall be a minimum of three feet in width. The locations and design of motorcycle stalls shall be in accordance with current engineering practices and motorcycle parking design and construction specifications on file in the public works department and approved by resolution of the city commission. Concrete, suitable asphaltic, approved pervious surface or other material (as approved by the city manager or designee) not subject to motorcycle kickstand damage is required for motorcycle parking stalls. Motorcycle parking shall be clearly labeled as such.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 980584, § 1, 4-26-99; Ord. No. 021038, § 3, 7-14-03)

**Section 30-8.6. Required number of parking spaces.**

- A. *Generally.* The number of parking spaces required for each use shall be as stipulated in this section.
  - 1. Vehicular parking. In computing the number of vehicular parking spaces required, a fractional space of one-half space or more shall be counted as one space. The number of parking spaces listed in Table VIII - 1 shall be the required (minimum *and* maximum) number of vehicular spaces, except that:
    - a. In conjunction with development plan approval, the approving authority may allow the substitution of bicycle parking facilities, in addition to the minimum number of required bicycle parking facilities, for up to 85% of vehicle parking spaces on a four-for-one basis. Such substitution shall be made upon presentation of evidence by the owner of the property that the proposed use will be better served through the provision of additional bicycle facilities.
    - b. In conjunction with development plan approval, the approving authority may allow ten (10) additional spaces or up to ten (10) percent over of the maximum allowed, whichever is greater upon presentation of evidence by the owner of the property that the proposed use has a justifiable need for the additional parking spaces.
    - c. There is no *minimum* parking requirement for non-residential or residential uses within the T-6, T-5, T-4M2, T-4M1, or T-4OR transect zones.



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- 2. Bicycle parking shall be provided as shown in Table VIII - 1, which is stated as a percentage of the required vehicular spaces. Developments within transect zones shall provide at a minimum ratio of 1 space per 2,000 square feet for all uses other than residential, and one space per three bedrooms for residential uses.
- 3. Scooter parking. Developments within the T-4M1 and T-5 transect zones shall also provide scooter parking at a minimum ratio of 1 space per 6 bedrooms.
- 4. Proposed developments requiring 40 vehicular parking spaces or more shall provide off-street motorcycle parking spaces at a ratio of one motorcycle space per 40 vehicle spaces required by this section. In conjunction with development plan approval the approving authority may allow the substitution of motorcycle parking spaces, in addition to the minimum number of required motorcycle parking spaces, for up to 15 percent of required vehicle parking spaces on a one-for-one basis.
- 5. Any development within an ED district shall comply with the parking requirements as set forth in this article, except that off-street parking facilities for relocatable structures are not required to be constructed for three years from the date of placement of the relocatable structure on a lot. However, the construction of off-street parking facilities in accordance with the provisions of this article shall be commenced within 90 days whenever any relocatable structure has been on a lot for a period of more than three years. The movement of a relocatable structure from one portion of a school lot to another location, or the replacement of one relocatable structure with another relocatable structure shall not extend the aforesaid time limits prescribed herein.

Table VIII - 1: Parking Ratios.

Use	Vehicle Spaces	Bicycle Spaces
Auditoriums and sports arenas or stadia, based on fixed seating capacity	1 for each 4 seats	10%
Automotive service, limited	1 for each 200 square feet of floor area	2 spaces
Auto wrecking, junkyards and salvage yards	5, plus 1 for each acre in excess of 5 acres	None
Beauty and barber schools	3, plus 1 for each operator station	20%
Beauty salons/barbershops	2 per beauty or barber chair	10%
Bowling alleys	2 for each alley	15%
Car wash facilities	With employees, 3 spaces minimum. Queuing spaces shall be provided to accommodate a minimum of 3 vehicles. Addition or reduction in the number of queuing spaces may be determined by the city manager or designee. Queuing spaces shall be set back a minimum of 20 feet from the right-of-way.	2 spaces if there are employees
Civic, social & fraternal organizations	1 for each 40 square feet of floor area in principal area(s) of assembly	10%
Community residential homes:		
1 to 6 residents	1 per home	0
7 to 14 residents:		
(1) Where residents are allowed to keep motorized vehicles on	1 per bedroom	As required for multiple-family

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Use	Vehicle Spaces	Bicycle Spaces
premises		dwellings in the district located
(2) Where residents are not allowed to keep motorized vehicles on premises	1 per each employee in the largest work shift, plus 1 per each 5 residents, or fraction thereof	
More than 14 residents:		
(1) Where residents are allowed to keep motorized vehicles on premises	1 per bedroom	As required for multiple-family dwellings in the district located
(2) Where residents are not allowed to keep motorized vehicles on premises	1 per each employee in the largest work shift, plus 1 per each 5 residents, or fraction thereof	
Dancehalls and exhibition halls, without fixed seats, based on floor area devoted to public assembly	1 for each 100 square feet of floor area devoted to the principal activity	5%
Dance schools other than ballrooms	5, plus 1 for each 150 square feet of dance floor area in excess of 500 square feet	10%
Day care centers	1 designed for the safe and convenient loading and unloading of persons for every 10 persons based upon the center's regulated capacity, with a minimum of 4 spaces, plus 1 parking space per every employee at maximum staff level. Adequate space for queuing, loading and unloading must be provided.	10%
Group housing, large except sorority and fraternity houses	1 per every 400 square feet of floor area	50%
Drive-through food service establishments with seating	3, plus 1 for each 3 seats of seating capacity where service is provided	10%
Drive-through food service establishments with no seating	1 for each employee plus 1 space for each 200 square feet of gross floor area	10%
Dry cleaning, pickup	3, plus 1 for each 500 square feet floor area in excess of 1,000 square feet	3 spaces
Funeral homes and crematories	1 for each 5 seats in the chapel(s)	4 spaces
Grocery stores	1 for each 200 square feet of floor area	10% up to a maximum of 15 spaces
Gymnasias and fitness facilities	10, plus 1 per 150 square feet of floor area in excess of 1,000 square feet or 1 space for each 4 seats, whichever is greater	25%
Hospitals	1.5 spaces per bed	5%
Hotels and motels	5, plus 1 for each guestroom, plus 75 percent of required spaces for restaurants, retail outlets and other accessory uses	4 spaces

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Use	Vehicle Spaces	Bicycle Spaces
Housing for the elderly	1 for every 3 living units	50%
Laboratories medical and dental, when a primary use	4, plus 1 for each 300 square feet of floor area in excess of 1,000 square feet	10%
Libraries	1 for each 200 square feet of gross floor area	20%
Manufacturing and industrial uses with no retail trade	1 per 500 square feet of floor area	5%
Mini-warehousing, self-storage	5, or 1 for manager's area(s), plus 1 per 200 bays, whichever is greater	5%
Movie theaters	1 for each 3 seats	10%
Multiple-family dwellings	1 parking space per bedroom in zoning districts.	1 per 3 bedrooms in all transect zones; 10% all other districts.
Nursery and garden store	10, plus 1 for each 150 square feet inside sales area over 1,000 square feet, and 1 per 2,000 square feet outside sales area open to the public	2 spaces
Nursing homes	1 per 2 beds [consolidated this with intermediate]	5%
Offices	1 parking space for each 300 square feet of gross floor area or 1 space per employee, whichever is greater	10%
Offices, medical and dental	1 for each 150 square feet of floor area	5%
Places of religious assembly	1 for each 4 seats, or 1 for each 40 square feet of floor area in principal area(s) of assembly	10%
Pool halls	2 for each table	20%
Recreation, indoor not elsewhere classified	4 per 1,000 square feet gross floor area accessible to the public	25%
<b>Recreation, outdoor</b>		
Baseball fields	10 per baseball diamond plus 1 space for each 4 seats designated for spectators. Where benches are used, 2.5 feet of bench shall be equivalent to 1 seat.	
Basketball courts	5 per court	
Golf courses	6 per hole, plus required spaces for restaurants and cocktail lounges	4 spaces
Park facilities not listed	Parking study required	4 spaces for the first 10 acres plus 1 for every 5 acres or part thereof over 10 acres up to a maximum of 20 spaces

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Use	Vehicle Spaces	Bicycle Spaces
Picnic tables	1 for every 3 picnic tables over 5 tables	
Public swimming pools and private swim clubs	1 per 200 square feet of pool surface area (not including wading pools or whirlpool baths) plus 1 for each 200 square feet of building area in accessory structures in excess of 1,000 square feet	25%
Public tennis courts and private tennis clubs, and racquetball courts	2 per court, plus 1 for each 200 square feet of clubhouse floor area in excess of 1,000 square feet	20%
Rehabilitation centers, social service homes and halfway houses	1 per 500 square feet of floor area	10%
Restaurants	3, plus 1 for each 3 seats of seating capacity where service is provided	10%
Restaurants with no seating	1 for each 200 square feet of gross floor area	10%
Retail sales, large scale	1 per 500 square feet of floor area	5%
Retail sales not listed elsewhere	1 per 250 square feet of floor area	10%
Schools, Elementary	30, plus 2 per classroom	100%
Schools, Middle	35, plus 2 spaces per classroom	200%
Schools, High	1 per employee plus 1 per 10 students of design capacity	100%
Laundromat	1 for each 3 washing or drying machine	2 spaces
Single-family dwellings, mobile homes, family day care homes, foster family homes for children and for adults and group homes, small	1 per dwelling unit, mobile home, foster family home for children or for adults or group homes, small	0; 10% if subsidized housing for low income residents
Social service homes	1 per 2 paid employees and volunteer employees present during largest shift and 1 parking space for every 4 beds	10%
Sorority and fraternity houses with living accommodations	1 per every 110 square feet of bedroom floor area devoted to members plus 1 per each resident advisor, plus 1 per every 50 square feet of floor area devoted to dining and meeting rooms over 2,500 square feet	50%
Storage associated with the principal use where the floor area of the storage space is greater than 50 percent of the floor area devoted to the principal use	1 for each 1,000 square feet of floor area designated for storage	
T-hangers (airport)	1 per 3 hangers	None
Trade, vocational and business not otherwise classified, and professional schools	1 per employee, plus 1 per 3 students of design capacity	20%
Transportation services (railroad, bus,	1 for each 5 seats of seating capacity in waiting	10%

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Use	Vehicle Spaces	Bicycle Spaces
air terminals)	terminals	
Two-family and attached dwellings	2 per dwelling unit	0
Vehicle repair	1 per 200 square feet of floor area, including any outdoor work space	2 spaces
Vehicle sales and rental	3, or 1 space per 500 square feet of floor area (including covered display areas, offices and service areas), plus 1 space per 5,000 square feet of outdoor storage and display area, whichever is greater	5%
Veterinary services	1 for each 500 square feet of floor area exclusive of boarding areas	5%
Wholesale products with retail trade	10, plus 1 for each 120 square feet retail sales area in excess of 1,000 square feet and 1 per 750 square feet of warehouse area open to the public	5%
Wholesale trade and warehousing with no retail trade	3, plus 1 per 1,000 square feet of floor area	5%

<sup>1</sup> The parking ratios for these uses shall serve as a guide in determining overflow grass parking requirements.

- B. *Overflow parking.* In situations where development proposals contain recreational facilities which are planned for regularly scheduled activities, in conjunction with site plan approval, the city plan board and/or development review board may require, upon advice of the public works department, additional parking to be provided as overflow grass parking.
- C. *Reduction in number of required parking spaces.* The development review board or city plan board, through development plan review, or staff, when only staff review is required, may authorize a reduction in the number of required vehicular parking spaces, if it is determined there will be adequate access to the development by acceptable alternative means, that the reduction will not infringe upon the parking and access available to other properties in the area, and that the reduction is not needed to for the erection, construction or placement of any building on any land. In reaching a determination the board or staff shall be guided on the following criteria:
1. Evidence that patrons and/or employees of the establishment will arrive by a transportation mode other than private vehicles.
  2. Evidence that there is an adequate number of parking spaces in the vicinity that are available to the general public who will use the development without reducing the spaces available to and used by other establishments.
  3. Evidence that the proposed use and likely future uses of the development will generate less parking than the minimum requirement of this chapter.
  4. Provision of convenient pedestrian and bicyclist access to the site based on its location and the development plan.
  5. Evidence that a reduction in required parking will not result in unauthorized on-street parking or use of parking provided by nearby businesses.

## Article VIII. Parking and Loading Regulations

6. In the case of the reuse or redevelopment of a site, evidence that a reduction in the parking requirement will enhance the ability to reuse an existing developed site.
7. Permitted uses which serve the recurring household needs and personal service requirements of the occupants of nearby residential areas, and which are located in close proximity to a small service area.
8. The number of existing parking spaces within 300 feet of the proposed use.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 950709, § 3, 1-22-96; Ord. No. 980584, § 2, 4-26-99; Ord. No. 000230, § 12, 11-13-00; Ord. No. 021038, § 4, 7-14-03; Ord. No. 031255, § 1, 6-13-05; Ord. No. 060858, § 1, 6-25-07; Ord. No. 061043, § 1, 7-23-07; Ord. No. 070619, § 18, 3-24-08; Ord. No. 090883, § 1, 8-5-10)

Sec. 30-333. - Excess parking.

Vehicular parking that exceeds the amount required by this chapter by more than ten spaces or more than ten percent, whichever is greater, is termed excess parking. Excess parking is prohibited.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 021038, § 7, 7-14-03)

**Section 30-8.7. Off-street loading and unloading.**

- A. *Purpose.* In order to prevent undue interference with public use of streets and alleys, every manufacturing, storage, warehouse, department store, variety store, wholesale store, laundry, dry cleaning, dairy, mortuary and other uses similarly and customarily receiving or distributing goods by motor vehicles shall provide loading and unloading space on the premises for that number of vehicles normally at the premises at any one time on an average day of full use.
- B. Loading and unloading space.
  1. Every building housing a use mentioned in this section and having over 5,000 square feet of gross floor area but less than 20,000 square feet of gross floor area shall be provided with at least one off-street loading/unloading space, immediately adjacent to the principal building. In addition, one off-street loading/unloading space shall be provided for each additional 10,000 square feet of gross floor area or fraction thereof over 20,000 square feet up to 50,000 square feet, plus one for each 25,000 square feet over 50,000 square feet. Where the requirement exceeds five loading spaces, the traffic engineer shall determine whether additional spaces are needed and to what extent. Such space is defined as an area of at least 50 feet in depth, 12 feet in width and with an overhead clearance of not less than 14 feet, exclusive of access, platform or maneuvering area, to be used exclusively for loading and unloading of merchandise. The exact dimensions of the loading/unloading space(s) shall be subject to the approval of the traffic engineer.
  2. Access to all truck standing, loading and unloading facilities shall be provided directly from a public street or alley and shall be so designed that all maneuvering areas are located on the property.
  3. Loading spaces required under this subsection shall be provided onsite as an area additional to off-street parking spaces as required in this article and shall not be considered as supplying off-street parking spaces.
  4. Loading areas within a transect zone must be located in the rear of the site, incorporated into the building mass, or screened from public view by a wall (up to a maximum of 8 feet) and landscaping.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 021038, § 6, 7-14-03)