

ARTICLE IX
PARKING, LOADING AND ACCESS REGULATIONS

SECTIONS

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9-101 PURPOSES AND APPLICABILITY

9-101.1 Purposes

The following regulations on accessory off-street parking spaces are adopted in order to provide needed spaces off the streets for parking in connection with all activities which may be located in the Planning Jurisdiction to reduce traffic congestion resulting from use of the streets as places of storage for automobiles, to protect the character of neighborhoods, to provide for a higher standard of development within the area and thus promote and protect the public health, safety, and general welfare.

9-101.2 Applicability

1. General

For every use, activity, or structure permitted by this ordinance and for all buildings or structures erected in accordance therewith, there shall be provided sufficient space for access and off-street standing, parking, circulation, unloading, and loading of motor vehicles that may be expected to transport its occupants, whether as patrons, residents, customers, employees, guests, or otherwise, to an establishment, activity, or place of residence at any time under normal conditions for any purpose. When a use is expanded, accessory off-street parking and loading shall be provided in accordance with the regulations herein for the area or capacity of such expansion in combination with the previously existing uses, structure, or activity.

2. New and Complying Development

New development occurring after the effective date of this ordinance, and development existing on the effective date of this ordinance and complying with the number of off-street parking spaces required by this article shall be subject to the following provisions.

- a. Every use of a building or land hereafter established shall provide the minimum off-street parking and loading spaces as required by this article.
- b. The number of parking and loading spaces required by this article may be reduced when the land use or floor area of a building is changed or reduced to a use or floor area for which fewer parking or loading spaces are required.
- c. When a building is expanded or a land use is changed so as to increase the number of spaces required, the number of such spaces shall be increased.

3. Existing Noncomplying Development

Developments with legally noncomplying parking and loading areas shall be subject to the following provisions.

a. No Reduction Below Requirements

Existing parking and loading spaces shall not be reduced below the minimum required by this article.

b. Redevelopment Not Increasing Parking Requirements

Zoning permits and certification of zoning compliance may be issued for a change of use or remodeling or structural alterations in developments containing legally noncomplying parking and loading areas, without requiring compliance with this article, provided that such redevelopment does not result in an increase in the number of required parking or loading spaces.

c. Redevelopment Increasing Parking Requirements

Developments with legally noncomplying parking and loading areas shall be subject to the following provisions.

i. Minor Change

Any building expansion or change of use that results in an increase of twenty-five (25) percent or less over the number of parking spaces that would be required under this article for the lot prior to the redevelopment activity shall be required to provide only the additional parking or loading spaces in excess of the number that would be required under this article for the previous development. Only the expanded portion of the parking or loading area shall be required to comply with the provisions of this article.

ii. Major Change

Any building expansion or change of use that results in an increase of more than twenty-five (25) percent over the number of parking spaces that would be required under this article for the lot prior to the redevelopment activity shall be required to bring the entire development on the lot into full compliance with all of the provisions of this article.

9-102 GENERAL PROVISIONS

9-102.1 Use of Residential Parking Facilities

Facilities accessory to a residential use which are developed in any residential district in accordance with the requirements of this article shall be used solely for the parking of passenger automobiles or commercial vehicles of not more than ten (10) tons gross weight owned by occupants of the dwelling structures to which such facilities are accessory, or by guests of such occupants.

9-102.2 Repair, Service, or Sales Use of Parking Facilities

It shall be unlawful to use any required off-street parking or loading facilities for motor vehicle repair work, service, display, or sales of any kind, except as expressly permitted elsewhere in this article.

9-102.3 Use of Required Parking as Commercial or Public Lot

No area designated as a required parking area in connection with any designated building or use shall be operated as a commercial or public parking lot providing parking spaces for the general public or for the occupants, tenants, customers, clients, or residents of any other use or activity for a fee or other compensation.

9-102.4 Ingress and Egress

All entrances and exits to parking and loading areas from a public right-of-way shall be subject to specific approval of the Planning Commission by approval of a Site Development Plan in accordance with Article XIV, Subsection 14-103.4, in order to ensure the smooth and safe circulation of vehicles to and from the public street system. In no event shall parking and loading spaces be provided in a manner requiring the backing out of vehicles into public rights-of-way.

9-102.5 Location of Parking or Loading Space (Amended by Ordinance 509, August 16, 2001)

For all properties not located within the Town Center Overlay District, all required off-street parking or loading spaces shall be provided on the same parcel of land occupied by the use or building to which it is appurtenant: provided, however, that developments occurring within the Town Center Overlay District where there are, in the judgment of the Planning Commission, practical difficulties in

satisfying the requirement for parking space and/or if the public safety or convenience would be better served by another location, the Planning Commission may authorize subject to the following conditions an alternative location.

1. Required accessory off-street parking facilities may be provided elsewhere than on the lot on which the principal use served is located, provided that the property occupied as parking is in the same possession, either by deed, by easement, or by long-term lease which has a term equal to or exceeding the projected life of the facility occupied by the principal use, and further provided that the owner shall be bound by covenants filed on record in the Office of the County Clerk, requiring the owner and his or her heirs and assigns, as well as subsequent owners, heirs, or assigns, to maintain the required number of off-street parking spaces during the existence of such principal use.
2. Pedestrian access shall be available within a walking distance of not more than five hundred (500) feet measured from the nearest point of public access to the building to the nearest part of the accessory parking area.
3. Such separated parking space shall be usable without causing unreasonable traffic congestion, detriment to any residential neighborhood, or hazard to pedestrians or vehicular traffic.

9-102.6 Phasing of Parking Facilities within Industrial Developments

When any manufacturing activity is located within any industrial district, the construction of required parking spaces may be phased as required by occupant loading facilities.

9-102.7 Zoning of Accessory Parking

All accessory parking facilities, whether provided in fulfillment of or in excess of the requirements of this article, and whether located on the same or on a different lot from the principal use as provided in the preceding paragraph, shall be located on the property zoned within the same or a less restrictive zoning district as the principal use served by the parking.

9-102.8 Joint Parking Facilities

Off-Street Parking facilities for different buildings, structures, or uses, or for mixed uses, may be provided and used collectively or jointly in any zoning district in which separate off-street parking facilities for each constituent use would be permitted, subject to the following provisions.

1. A legally sufficient written agreement assuring the perpetual joint usage of said common parking for the combination of uses or buildings is properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney, and filed with and made part of the application for a building permit.

2. Up to twenty-five (25) percent of the parking spaces required for a theater or other place of evening entertainment, for a church, for multi-family dwelling units, or for a school, may be provided and used jointly by banks, offices, retail stores, repair shops, service establishments, and similar uses not normally open, used, or operated during evening hours, if specifically approved by the Planning Commission and Board of Commissioners; provided, however, that written agreement assuring the retention for such purpose shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney, filed and made part of the application for a building permit. Such approval may be rescinded by the Board of Commissioners of the City and additional parking shall be obtained by the owners in the event that the Board determines that such joint use is resulting in a public nuisance or otherwise adversely affecting the public health, safety, or welfare.
3. Within the Town Center Overlay District, joint parking facilities are to be encouraged within the Main Street Mixed Use, Government Core and Fairview Boulevard Retail sub-districts under those terms and conditions established by the applicable Planned Unit Development as approved by the Board of Commissioners. Joint parking facilities may be, likewise, permitted within a RPUD associated with the Town Center Overlay district if deemed appropriate by the Board. **(Added by Ordinance 509, August 16, 2001)**

9-102.9 Variance in the Required Number of Parking and Loading Spaces

The number of parking and loading spaces to be constructed may be less than the number of spaces required herein in the event that the following conditions are met to the satisfaction of the Planning Commission:

1. Evidence is submitted firmly documenting that the special nature of the use, activity, or building proposed requires less parking area or spaces than required by this chapter for the same.
2. The Final Site Development Plan submitted to and approved by the Planning Commission in accordance with ARTICLE XIV, Subsection 14-103.4, indicates that the location and layout of that portion of the parking requirement deemed unnecessary can and will be constructed accordingly in the event that the Planning Commission determines at any time that all or any portion of this parking is necessary in the interest of the public health, safety, and welfare.
3. In no event shall that portion of the required parking or loading which is so designated, but not constructed as provided herein be counted as open space or other nonpaved area required by other provisions of this ordinance.
4. For those uses located within the Main Street Mixed Use subdistrict of the Town Center Overlay District, two (2) legally designated on-street parking spaces may be substituted for one (1) required off-street parking space

provided that the on-street spaces are located directly abutting the use seeking the parking reduction. For an on-street parking space straddling a property or lease line, at least fifty-one (51) percent of the parking space must directly abut the use as measured by an extension of the property or lease line. **(Added by Ordinance No, 509, August 16, 2001)**

9-103 OFF-STREET PARKING SPACE REQUIREMENTS

9-103.1 Computing Parking Requirements

The number of parking spaces required for a specific development proposal shall be based on the requirements listed in Subsection 9-103.2, (Number of Parking Spaces Required) and the following provisions.

1. Unlisted Uses

Upon receiving a development application for a use not specifically listed in this section, the Zoning Administrator shall apply the parking requirements specified for a listed use most similar to the use for which said permit is requested.

2. Multiple Uses

Lots containing more than one (1) use shall provide parking in an amount equal to the total of the requirements for all uses, unless a shared parking arrangement is approved pursuant to Subsection 9-102.6, (Joint Parking Facilities).

3. Fractions

When measurements determining the number of required spaces result in fractions, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or more shall be rounded upward to the next highest full number.

4. Bench Seating

Where seating consisting of benches or pews, the equivalent number of seats shall be determined using the standards of the City's Building Code.

5. Floor Area

For the purpose of computing parking requirements that are based on the amount of square footage in buildings, calculations shall be on a gross floor area basis, unless otherwise specifically indicated.

9-103.2 Number of Parking Spaces Required

The number of off-street parking spaces shall be provided for the specific unit of measure for the following specified uses within the activity types indicated.

1. Residential Activities

a. Permanent

i. One-Family Detached, Two-Family Detached Dwellings:

Two (2) spaces per dwelling unit.

ii. Multi-Family Dwelling (Three (3) or more):

One and one-half (1 1/2) spaces for each dwelling unit with one (1) bedroom; two (2) spaces for each dwelling unit with two (2) or more bedrooms.

iii. Mobile Homes:

Two (2) spaces per mobile home.

iv. Where Occupancy Is to Be Primarily Elderly Persons over the Age of Sixty (60):

The number of developed spaces may be reduced to one (1) space per unit. There must be room on the lot to provide one and one-half (1 1/2) spaces in the future.

b. Semi-Transient

i. Boarding or Rooming House, Apartment, Hotel:

One (1) space for each dwelling or rooming unit.

2. Community Facility Activities

Activity Type

Unit of Measurement

Administrative Services

One (1) space for each three hundred (300) square feet of gross floor area, plus one (1) for each three (3) employees.

Child Care Facilities

Child Care Center: One (1) space per five (5) persons accommodated for the first fifty (50) persons, plus one (1) space for each additional ten (10) persons accommodated over fifty (50).

Family Child Care and Group Child Care Homes: One (1) space for each nonresident or non family member employee (such spaces are in addition to spaces required for the dwelling).

Community Assembly

One (1) space for each two (2) seats or one-half (1/2) of capacity in persons whichever is greater.

Cultural and Recreation Services

Art Galleries, Libraries, Museums, Zoological and Botanical Gardens, Planetariums and Aquariums: One (1) space for each eight hundred (800) square feet of gross floor area.

Swimming Pools: Thirty (30) percent of capacity.

Parks, Playgrounds and Playfields: Ten (10) spaces for each acre of land devoted to recreation, plus one (1) space for each four (4) spectator seats.

Recreation Centers and Gymnasiums: Fifty (50) percent of the capacity, plus one (1) space for each two (2) employees.

Educational Facilities

Kindergarten and Nursery: One (1) space for each employee plus one (1) space for each four (4) students.

Elementary and Middle Schools, Grades 1-7: Two (2) spaces for each classroom or one (1) space for each five (5) seats in the auditorium or one (1) space for each four (4) students, teachers, and employees, whichever is greater.

High School, Grades 8-12: One (1) space for each four (3) students, teachers, and employees.

Vocational or Trade Schools: One (1) space for each one thousand (1,000) square feet of gross floor area, plus one (1) space for each six (6) seats in any associated auditorium.

Essential Public Transport, Communication and Utility Services

Two (2) spaces per facility.

Extensive Impact Facilities

Airports, Air Cargo Terminals, Heliports, or Aeronautical Devices:

One (1) space for each two (2) employees, plus one (1) space for every one hundred (100) square feet of gross floor area.

Correctional or Detention Institutions:

One (1) space for each two (2) employees, plus one (1) space for each patrol car.

Bus, and Transit Terminals: One (1) space for each one hundred (100) square feet of waiting room.

Railroad Yards and Other Transportation Equipment Marshaling and Storage Yards: One (1) space for each two (2) employees.

Stadiums, Sports Arenas, Auditoriums, and Bandstands: One (1) space for each four (4) seats.

Water and Sewage Treatment Plants: One (1) space for each employee.

All Other Activities: (See Note 1.)

Health Care Facilities

Centers for Observation or Rehabilitation, Convalescent Homes:

One (1) space for each four (4) beds, plus one (1) space for each one thousand (1,000) square feet of gross floor area.

Hospitals: One and one-half (1 1/2) spaces for each bed.

Medical or Dental Clinics: Five (5) spaces for each staff member or doctor or dentist or two (2) spaces for each treatment or examination room, whichever is greater.

Intermediate Impact

Colleges, Junior Colleges and Universities:

One (1) space for each one thousand (1,000) square feet of gross floor area suited for academic purposes, plus one (1) space for each six (6) seats in an auditorium, arena, or stadium on the same lot.

All Other Activities: (See Note 1.)

Religious Facilities

All Activity Types: One (1) space for each three (3) seats.

Special institutional Care Facilities

(See Note 1.)

Special Personal and Group Care Facilities

Associations for Physically or Mentally Handicapped: One (1) space for each employee.

Day Care Facilities for Elderly Persons: One (1) space for each employee plus one (1) space for each four (4) elderly persons receiving care.

Day Care Centers: One (1) space for each employee plus one (1) space for each five (5) children.

Nursing Homes: One (1) space for each employee, plus one (1) space for each two (2) patients.

3. **Commercial Activities**

a. **Uses Located on Freestanding Sites**

The provisions of this subsection shall apply to uses which are located on individual lots of record where no parking is shared with any other use or activity.

	<u>ACTIVITY TYPE</u>	<u>SPACES REQUIRED</u>
		One (1) parking space is required per unit of gross floor area indicated <u>(area in square feet)</u>
i.	Adult Entertainment	One (1) space per (4) permanent seats, plus one (1) space for every twenty-five (25) square feet of area where temporary seats are used.
ii.	Animal Care & Veterinarian Services	300

iii.	Automotive and Marine Craft Sales, Service and Repair	500	
iv.	Banking, Financial, Insurance and Real Estate Services	200	
v.	Convenience Retail Sales and Services	150	
vi.	Entertainment and Amusement Services -Limited:		
	(a) Art Galleries (Commercial)	400	
	(b) Motion Picture Theaters		For (b) and (c), one (1) space per (4) permanent seats, plus one (1) space for every twenty-five (25) square feet of area where temporary seats are used.
	(c) Theaters (Legitimate)		For (b) and (c), one (1) space per (4) permanent seats, plus one (1) space for every twenty-five (25) square feet of area where temporary seats are used.
	(d) Bowling Alleys and Billiard Parlors		For (d) through (l), (See Note 1.)
	(e) Coin Operated Amusement		
	(f) Commercial Sporting Facilities		
	(g) Dance, Studios and Schools		
	(h) Exhibition Halls and Commercial Auditoriums		
	(i) Gardens (Botanical and Zoological)		
	(j) Marinas, Boat Docks and Boat Rental		

	(k)	Recording and Motion Picture Production Studios	
	(l)	Theatrical Producers, Band, Orchestras and Entertainers	
vii.		General Business and Communications Services	400
viii.		General Retail Sales and Services	250
ix.		Group Assembly and Outdoor Recreation	One (1) space per four (4) permanent seats, plus one (1) space for every twenty-five (25) square feet of area where temporary seats are used or as may be determined by the Planning Commission. (See Note 1.)
x.		Outdoor Material and Equipment Sales and Repair Yards	1,000
xi.		Professional Services - Medical	300
xii.		Professional Services - Non-Medical	400
xiii.		Restaurant, Full Service	150 (or one (1) space for each four (4) seats, whichever is greater)
xiv.		Restaurant, Fast Food	100 (or one (1) space for each four (4) seats, whichever is greater)
xv.		Scrap Operations	(See Note 1.)
xvi.		Self-Service Storage	One (1) space for each five thousand (5,000) square feet of gross floor area, plus two (2) spaces for the rental office and one (1) space for each employee.

- xvii. Transient Habitation One (1) space for each unit in a building serving transient guests.

- xviii. Warehousing, Goods Transport and Storage One (1) space per three thousand (3,000) square feet of gross floor area, plus one (1) space seven thousand (7,000) square feet of open storage area.

- xix. Wholesale Sales One (1) space per one thousand (1,000) square feet of open storage or gross floor area devoted to storage, plus one (1) space per three hundred (300) square feet of office and display area.

NOTE 1: Due to the extreme variability of parking requirements for certain uses, the requirements for all new structures shall be determined by the Planning Commission as part of the review process of a Site Development Plan based upon pertinent factors with each individual situation. In the case of existing structures the Zoning Administrator shall determine the parking requirements.

b. Uses Located Within Commercial Complexes **(Amended by Ordinance No. 509, August 16, 2001)**

Where two (2) or more commercial activities are grouped together on a single site or in any other configuration which involves the use of shared or common parking facilities, the parking requirements for such uses shall be calculated as provided herein. For commercial and/or mixed use developments located within the Town Center Overlay District, the City Commission may establish alternative required parking standards specific to the project based on a parking study prepared and submitted by the NRPUD applicant.

COMMERCIAL COMPLEXES

<u>Size of Complex</u>	<u>Number of Spaces Required</u>
0 - 400,000 Square Feet	Four (4) spaces per one thousand (1,000) square feet, gross leasable area
400,000- 600,000 Square Feet	Four and one-half (4 1/2) spaces per one thousand (1,000) square feet, gross leasable area

600,000 - 1,000,000 Square Feet

Five (5) spaces per one thousand (1,000) square feet, gross leasable area

1,000,000 + Square Feet

Five and one-half (5 1/2) spaces per one thousand (1,000) square feet, gross leasable area

ALL OFFICE COMPLEXES

Three (3) spaces per one thousand (1,000) square feet of gross leasable area

4. Manufacturing Activities

One (1) space for each fifteen hundred (1,500) square feet of gross floor area or one (1) space for each three (3) employees during the largest shift, whichever is greater.

9-104 OFF-STREET PARKING LOT DESIGN STANDARDS

9-104.1 Design Objectives

Parking areas shall be designed with careful regard given to orderly arrangement, topography, amenity of view, ease of access, and as an integral part of the overall site design.

For reasons of use and appearance, it is desirable that parking areas be level or on terraces formed with the slope of the land. Changes in level between such terraces should be formed by retaining walls or landscaped banks.

Efforts shall be made to assure that a parking area does not dominate a site or building. Such efforts may include depressing the level of the parking area, construction of earth berms, dividing large lots into smaller sub-lots, and other similar techniques.

Wherever possible, the size of parking areas visible from the street shall be minimized.

9-104.2 Submission of Site Plan

Any application for a building permit, or for a conditional use permit where no building permit is necessary that requires five (5) or more accessory off-street parking spaces to be provided on a zone lot, shall be accompanied by a Final Site Development Plan drawn to scale and fully dimensioned. Said plan shall show the location design and layout of such parking facilities and shall be approved by the Planning Commission. A site plan drawn to meet the requirements of Article XIV, Subsection 14-103.2, will comply.

There shall be included either as a part of the parking area site plan or as a separate plan a landscaping plan for the parking area. Such landscape plan shall show any trees, shrubs, flowers, or ground covers together with; retaining walls or screens; walkways; and traffic barriers. (See Article X.)

9-104.3 Design of Parking Stalls and Maneuvering Spaces

1. Dimensions of Parking Spaces

Except as otherwise provided by this subsection, the minimum dimensions of parking stalls and maneuvering spaces shall be as shown on Table 9-104.3.

2. Parallel Parking

Parallel parking spaces shall have a minimum length of twenty (20) feet and a minimum width of eight (8) feet. A minimum width of ten (10) feet shall be required if any structure or obstacle that would impede the opening of a car door is within two (2) feet of the curb side of a parallel parking space.

3. Residential Parking

Parking areas designed solely for a single dwelling unit and not sharing a common parking area shall be a minimum of eight (8) feet wide and twenty (20) feet long. Such parking spaces may be located on a driveway or in an enclosed garage and may be placed end to end, but no portion of any parking space shall be located with the right-of-way of a public street or a public alley.

4. Layout

All off-street parking spaces, other than those designed solely for a single dwelling unit and not sharing a common parking area, shall comply with the following design requirements.

- a. Each off-street parking spaces shall open directly onto an aisle or driveway that is not a public street or a public alley.
- b. Aisles and driveways shall not be used for parking vehicles.
- c. Parking spaces shall be designed to permit entry and exit without moving any other vehicle.
- d. No parking space shall be located so as to block access by emergency vehicles.
- e. No off-street parking spaces shall be located within the right-of-way of a public street, public alley or required joint access easement.

ILLUSTRATION 9-104.3
PARKING SPACE AND AISLE DIMENSIONS

DIMENSIONS IN FEET

Parking Angle A	Stall Width B	Stall Depth C	Aisle Width D	Curb Length E	Wall Module Width F	Interlock Module Width G	Stall Depth to Interlock H
<u>90 Degree Parking Angle, Two-Way Aisle</u>							
90	9.00	17.5	26.0	9.00	61.00	61.0	17.5
<u>60 Degree Parking Angle, Two-Way Aisle</u>							
60	8.5'	18.0	26.0	9.7'	62.0	59.0	19.7'
<u>75 Degree Parking Angle, One-Way Aisle</u>							
75	8.5	18.0	22.0	10.4'	59.0	57.0	17.5
<u>60 Degree Parking Angle, One-Way Aisle</u>							
30	98.5	18.0	18.0	17.0	54.0	51.0	16.5
<u>45 Degree Parking Angle, One-Way Aisle</u>							
45	8.5	18.0	15.0	12.7	48.0	44.0	18.6'
Parallel	8.0	22.0'	15.0	22.0	23.0	23.0	23.0

(Continued)

ILLUSTRATION 9-104.3

PARKING SPACE AND AISLE DIMENSIONS

f. For parking areas including ten (10) or more spaces, a minimum queuing distance of twenty (20) feet shall be provided along all access drives between the street right-of-way line and the nearest parking space.

5. Paving Standards

All parking spaces and access drives of parking areas with five (5) or more spaces shall be surfaced with asphalt or concrete, or other hard-surfaced dustless materials, and shall be constructed to provide for adequate drainage.

6. Marking

Parking areas containing five (5) or more spaces shall delineate each space by single or double stripes on each side of the space. Except for parallel parking spaces, stall width shall be measured from the centerline of one stripe to the centerline of the other stripe.

7. Curbs

Curbs shall be provided to prevent any vehicle using a parking area from encroaching on any public right-of-way, required landscaping area or adjacent property.

9-104.4 Handicapped Parking

In each parking facility containing twenty (20) or more spaces, a portion of the total number of parking spaces shall be specifically designated, located and reserved for vehicles licensed by the State for use by the handicapped according to the following provisions.

1. Number of handicapped spaces

The minimum number of handicapped spaces to be provided shall be a portion of the total number of required parking spaces as determined from the following schedule. Parking spaces reserved for the handicapped shall be counted toward fulfilling the parking requirement.

<u>Total Parking Spaces</u>	<u>Minimum Number of Handicapped Spaces</u>
20-50	1
51-100	2
101-150	3
151-200	4
Over 200	Two (2) Percent of Total Spaces

2. Minimum Dimensions

All spaces reserved for handicapped parking shall be at least thirteen and one-half (13 1/2) feet in width, measured perpendicular to the angle of parking; provided that the minimum width shall be reduced to nine (9) feet for stalls located adjacent to an area protected and available for handicapped ingress and egress with a minimum width of four and one-half (4 1/2) feet. (See Illustration 9-104.4.)

3. Location of Spaces

Required handicapped spaces shall be located in close proximity to a main building entrance, and shall be so located that occupants of vehicles located in these spaces can go to the building entrance on a path at least three (3) feet wide and unobstructed by bumpers, curbs or other obstacles to wheelchairs and without going behind parked vehicles.

4. Signs and Markings

Required handicapped spaces shall be marked with the proper signs and pavement markings consistent with that shown on Illustration 9-104.4.

9-104.5 Queuing Requirements for Drive-Through Facilities

In addition to meeting the off-street parking requirements of this section, drive-through facilities shall meet the following standards.

1. Minimum Dimensions

Each queue space shall be a minimum of ten (10) feet by twenty (20) feet in size. Unless otherwise indicated, queuing shall be measured from the point of ultimate service to the end of the queuing lane.

2. Design

Each queue lane shall be clearly defined and designed so as not to conflict or interfere with other traffic using the site. A by-pass lane, a minimum of twelve (12) feet wide, shall be provided if a one-way traffic flow is used in the parking lot. The by-pass lane shall be clearly designated and distinct from the queuing area.

3. Number of Queue Spaces

The minimum number of queue spaces, including the vehicle being serviced, shall be provided as indicated on Illustration 9-104.5.

9-105 OFF-STREET LOADING

9-105.1 Computing Loading Requirements

The number of loading spaces required for a specific development proposal shall be based on the requirements listed in Subsection 9-105.2 (Off-Street Loading Space Requirements), and the following provisions.

ILLUSTRATION 9-104.4

DESIGN DETAILS FOR HANDICAPPED PARKING SPACES

REQUIRED SIGNS DESIGNATING HANDICAPPED SPACES

**ILLUSTRATION 9-104.5
REQUIRED QUEUING SPACES**

Activity Type/Land Use	Minimum Queue Spaces
Bank Teller Lane	5
Automated Teller Machine	3
Restaurant Drive-Through	5
Car Wash Stall, Automatic	5
Car Wash Stall, Self-Service	3
Oil Change Station	4
Dry Cleaning or Laundry	3
Photo Lab	4
General Retail	4
Gasoline Pump Island	Thirty (30) Feet from Each End of Pump Island

1. Unlisted Uses

Upon receiving a development application for a use not specifically listed in this section, the Zoning Administrator shall apply the loading requirements specified for a listed use most similar to the use for which said permit is requested.

2. Multiple Uses in a Building

When a building contains more than one (1) use, and where the floor area used for each use is below the minimum for required loading spaces but the aggregate total floor area is greater than the minimum, then off-street loading space shall be provided as if the entire building was used for that use in the building for which the most spaces are required,

3. Fractions

When measurements determining the number of required additional loading spaces beyond the floor area ranges given in Subsection 9-105.2, (Off-Street Loading Spaces Requirements) result in fractions, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or more shall be rounded upward to the next highest full number.

9-105.2 Off-Street Loading Space Requirements

The minimum number of off-street loading spaces to be provided for a building shall be as indicated in Illustration 9-105A.

9-105.3 Loading Area Design Standards

1. Size of Require Berths

The minimum required dimensions of loading spaces, open or enclosed, shall be twelve (12) feet in width by fifty-five (55) feet in length, with a minimum vertical clearance of fifteen (15) feet. Where tractor-trailer units will be using the facility, the minimum length shall be sixty-five (65) feet.

2. Paving Standards

All open off-street loading spaces shall be surfaced with asphalt or concrete, or other hard-surfaced dustless materials, and shall be constructed to provide for adequate drainage.

3. Use of Loading Area

Required off-street loading spaces and associated aisles and maneuvering areas shall be used for vehicle loading only. No sales, storage, display of merchandise (including automobiles), repair work or dismantling shall be permitted in such areas.

4. Layout

All off-street loading spaces shall comply with the following design requirements.

- a. No off-street loading space shall be located within the right-of-way of a public street. Any loading dock or door shall be set back far enough from the right-of-way so that no portion of the right-of-way is occupied by trucks or other vehicles while loading or unloading.

ILLUSTRATION 9-105A

REQUIRED OFF-STREET LOADING SPACES

Activity Type/Land Use	Gross Floor Area (Square Feet)	Loading Spaces	
Outside Material and Equipment Sales:	Less than 2,000	None	
	2,001 to 10,000	1	
	Restaurant, Full Service:	10,001 to 25,000	2
	Restaurant, Fast Food:	25,001 to 40,000	3
	Warehousing, Goods	40,001 to 60,000	4
	Transport and Storage:	60,001 to 100,000	5
	Each Additional 80,000	1	
All Manufacturing	Less than 5,000	None	
	5,001 to 20,000	1	
	20,001 to 40,000	2	
	40,001 to 60,000	3	
	40,001 to 100,000	4	
	Each Additional 80,000	1	
Automotive and Marine Craft Sales, Service and Repair	Less than 10,000	None	
	10,001 to 25,000	1	
	25,001 to 40,000	2	
	40,001 to 60,000	3	
	60,001 to 100,000	4	
	Each Additional 80,000	1	
Convenience Retail Sales and Services: General	Less than 10,000	None	
	10,001 to 25,000	1	
	Retail Sales and Services:	25,001 to 40,000	2
	Group Assembly and	40,001 to 60,000	3
	Commercial Outdoor	60,001 to 100,000	4
	Recreation	Each Additional 150,000	1
Health Care Facilities: Professional Services - Medical: Professional Services - Nonmedical	Less than 10,000	None	
	10,001 to 100,000	1	
	100,001 to 300,000	2	
	Each Additional 300,000	1	
Community Assembly: Transient Habitation: Community Assembly	Less than 20,000	None	
	20,001 to 100,000	1	
	100,001 to 300,000	2	
	Each Additional 300,000	1	
Scrap Operation	Less than 25,000	None	
	25,001 to 60,000	1	
	10,001 to 100,000	2	
	Each Additional 100,000	1	

- b. The location of the loading area shall not interfere with the free circulation of vehicles in the off-street parking area. Where loading areas are directly adjacent to or integrated with an off-street parking lot, the City may require installation of physical barriers or other means of separating loading areas from parking areas and pedestrian traffic.
- c. No loading space shall be located so as to block access by emergency vehicles.

9-106 ACCESS MANAGEMENT

9-106.1 Traffic Impact Studies

1. Requirement for Traffic Impact Study

A traffic impact study shall be required for:

- a. residential developments containing one hundred (100) or more dwelling units;
- b. nonresidential developments with total building area of more than twenty-five thousand (25,000) square feet;
- c. combinations of residential and non-residential uses that would be expected to generate one thousand (1,000) or more vehicle trips per day, or more than one hundred (100) peak hour trips; or
- d. any conditional use listed in Article III, that requires a traffic impact study.

In addition the Zoning Administrator may require a traffic impact study for any development which in the opinion of the Director of Public Works, is likely to have an adverse impact on a congested street already operating at a peak hour Level of Service (LOS) E or F.

2. Approval of Traffic Impact Study

The traffic impact study shall be approved by the City Engineer with all applicable performance requirements incorporated into any site plans submitted to the Zoning Administrator.

3. Timing of Improvements

In any instance where a development is to be phased, the sequence and timing of a development shall be incorporated into the traffic impact study. For projects that include multiple phases and/or multiple buildings, the required improvements may be phased so as to match the timing of development activity. If no phasing is identified in the approved traffic impact study, all study recommendations shall be satisfied at the initial stage of development.

4. Implementation of a Traffic Impact Study

The traffic impact study may take into account the Capital Improvements Budget and may rely on improvements which have been funded and scheduled for construction. Any required traffic improvements which have not been funded or otherwise completed by the City or County government shall be completed by the developer prior to issuance of a use and occupancy permit. When it can be demonstrated that a development will only partially contribute to the need for additional off-site roadway improvements, the Zoning Administrator may require a pro-rata contribution under guidelines established by the City Engineer. The City Engineer shall certify that all required traffic improvements have been completed before a use and occupancy permit shall be issued.

9-106.2 Protection of Residential Areas

In order to minimize the destabilizing effects on residential areas, access to commercial and industrial activities shall be designed so as to minimize the intrusion of non-residential and non-local traffic onto local residential streets.

9-106.3 Access Control

In order to promote the safety of the motorist and pedestrian and to minimize traffic congestion and conflict by reducing the points of contact, the following access control regulations shall apply. (See Illustration 9-106A.)

1. Access from Arterial or Collector Public Ways

The city may require:

- a. That corner lots or double frontage lots not derive access from arterial or collector public ways.
- b. That access to residential lots from collectors and minor arterial shall be provided by joint driveways.
- c. That direct access to residential lots from major arterial highways designated in the major thoroughfare plan not be permitted.

2. Minimum Separation Between Driveways

For each permitted nonresidential driveway, there shall be a corresponding minimum road frontage of:

- a. At least two hundred (200) feet along routes designated in the major thoroughfare plan as rural arterial highways and six (6) lane urban arterial highways.
- b. At least one hundred-fifty (150) feet along routes designated in the Major Thoroughfare Plan as five (5) lane and three (3) lane urban arterial highways.

ILLUSTRATION 9-106A
DRIVEWAY CONSTRUCTION

- + NO MAXIMUM
- ++ Also Applies to Trucking Terminals and Other Commercial and Industrial Uses Customarily Having a Large Volume of Tractor-Trailer Vehicular Traffic.
- * 40' Minimum Highways (at Least as Wide as Adjacent Driveway).
- ** 35' Minimum on State Highways (at Least as Wide as Adjacent Driveway).

- c. At least one hundred (100) feet along routes designated in the Major Thoroughfare Plan as four (4) lane urban arterial highways and two (2) lane collector highways.

The city will consider requests for modifications to this standard to permit the construction of double driveways, serving the same property from the same street, on a case by case basis. Double driveways shall be allowed only on lots with more than one hundred fifty (150) feet of road frontage. In all cases, the separation between double driveways shall be at least twenty-five (25) feet and shall also be greater than the width of the wider adjoining driveway.

The city may require that access to proposed new lots be provided indirectly via cross connections, joint access easements, or local access roads. Nonresidential lots of record as of the date of the enactment of this ordinance shall have direct access to at least one (1) public way.

3. Minimum Clearances

The minimum corner clearance between proposed new driveways and existing or proposed thoroughfares shall be at least fifty (50) feet. In order to ensure adequate storage space for vehicles stopped at a signalized intersection, the city may require that the nearside corner clearance shall be at least one hundred (100) feet.

Corner clearances shall be as defined in the Rules and Regulations for Constructing Driveways on State Highway Rights-of-Way, adopted by the Tennessee Department of Highways and effective **April 3, 1967**.

Except when access is via a joint driveway, the distance between the frontage property line and the tangent projection of the nearest edge of each driveway, measured along the edge of the public way, shall be at least fifteen (15) feet for nonresidential driveways, and at least five (5) feet for residential driveways.

4. Design Standards for Nonresidential Driveways

- a. For access to thoroughfares where the posted speed limit is 35 m.p.h., or less, all nonresidential driveways shall be constructed with a minimum return radius of fifteen (15) feet and a minimum horizontal width of twenty-five (25) feet.
- b. For access to thoroughfares where the posted speed limit is 40 m.p.h., nonresidential driveways shall be constructed with:
 - i. A minimum return radius of twenty (20) feet and a minimum driveway width of thirty (30) feet.
 - ii. A minimum return radius of twenty-five (25) feet and a minimum driveway width of twenty-five (25) feet.

- c. For access to thoroughfares where the posted speed limit is 45 m.p.h., nonresidential driveways shall be constructed with a right turn deceleration lane and:
 - i. A minimum return radius of twenty-five (25) feet and a minimum driveway width of forty (40) feet.
 - ii. A minimum return radius of thirty (30) feet and a minimum driveway width of thirty (30) feet.
- d. The city will review proposed driveway designs for access to other thoroughfares on a case by case basis.
- e. Where required, deceleration lanes shall be designed to provide for sufficient reduction in travel speeds as well as for vehicle storage.
- f. Driveway openings shall be no wider than necessary to ensure conformance with this standard.
- g. All nonresidential driveways shall be permanently paved. Lanes shall be clearly designated and lane uses shall be clearly and permanently marked.
- h. The centerline of every nonresidential two (2) way driveway shall intersect the centerline of the public way at an angle between seventy-five (75) and ninety (90) degrees.
- i. For other nonresidential driveways, the intersection angle shall be subject to the approval of the city.

5. Design Standards for Residential Driveways

Where permitted, residential driveways fronting collector and arterial routes designated in the Major Thoroughfare Plan shall be designed so as to avoid requiring vehicles to back onto these highways.

6. Relationship to State Standards

Where the driveway design and location standards listed above are not in conformance with the standards of the Tennessee Department of Transportation, the city may require conformance with whichever standard is more restrictive.

9-106.4 Joint and Shared Accessways

1. Joint Use Driveways

Wherever feasible, the City may require the establishment of a joint use driveway to serve two (2) or more properties. If a proposed development abuts an existing development that contains an existing joint access driveway, the vehicular circulation of the proposed development shall be

designed to connect to the abutting access and circulation areas. If a proposed development abuts existing undeveloped property, the vehicular circulation of the proposed development shall contain a joint access driveway which is designed to connect to the abutting property when such property is developed.

2. Cross Access Corridors

The Planning Commission, in conjunction with the City Engineer shall be authorized to designate cross access corridors on properties adjacent to arterial and major collector streets. All developments within the affected area shall be designed so as to provide for mutual coordinated parking, access and circulation systems.

3. Recording Access Easements

Whenever joint access driveways or cross access corridors are provided in accordance with the provisions of this section, no development plan shall be approved unless such plan grants an easement for cross access to and from abutting properties. Such designation shall be referenced on all plats of subdivision for any affected property.

4. Closing of Interim Driveways

Whenever a permanent joint use driveway and/or a cross access corridor is constructed as required by the provisions of this section, all preceding temporary or interim driveways shall be closed and eliminated. The owner(s) of all properties which involve the use of a permanent joint use driveway and/or a cross access corridor shall enter into a written agreement with the City to be recorded in the public records of the County and running with the land, that existing temporary and/or interim driveways shall be closed and eliminated following construction of both sides of a joint access.

9-106.5 Visibility Areas

In order to safely accommodate vehicular movements to and from public streets, the following sight distance and visibility provisions shall be required, except within the Town Center Overlay District, wherein the City Engineer shall establish minimum standards on a site specific basis. **(Amended by Ordinance No. 509, August 16, 2001).**

1. Street Intersections

At all points of intersection of public and private streets no fence, wall, hedge or other planting or structure that will obstruct vision at any point above the center line grades of the intersecting streets shall be erected, placed or maintained within the triangular area formed by the said right-of-way lines and a straight line joining said right-of-way lines at points where they are thirty-five (35) feet distant from the intersection of the right-of-way lines and measured along said right-of-way lines.

2. Driveway Intersections

In all zone districts, no fence, wall, hedge or other planting or structure that will obstruct vision at any point where any private driveway intersects a public street shall be erected, placed or maintained within thirty-five (35) feet in all directions measured from all points along the property line across vehicles are intended to pass.

9-106.6 Measurement

For the purposes of this section, distances shall be measured in the following manner.

1. Distance Between Driveways

Distances between driveways shall be measured along the right-of-way line from the nearest points of intersection of the driveways with the right-of-way line. In the event that the curb return of a driveway begins outside of the right-of-way, the point of intersection of the extension of the driveway curb or edge shall be used for measurement purposes.

2. Distance from Intersection

The distance from street intersections shall be measured from the nearest intersection of the existing right-of-way lines or extension thereof. For streets designated to be widened at a future time by the adopted Major Thoroughfare Plan, measurement shall be made from the ultimate right-of-way.

3. Distance from Ramps of Limited Access Highways

The distance from ramps for limited access highways shall be measured from the point where the right-of-way for the ramp intersects the right-of-way for the street serving the lot.