



Parking Ordinance

Article 15, Chapter 146, Aurora Municipal Code
Sec. 146-1512 amended effective 1/15/05
Figure 15.10 added effective 1/15/05

City of Aurora

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ARTICLE 15. PARKING

DIVISION 1. IN GENERAL

Sec. 146-1500. Purpose and General Requirements.

- (A) *Purposes.* This article is intended to serve and promote multiple purposes to enhance the protection of the public health, safety, and welfare:
1. To lessen congestion upon the public streets of the city.
 2. To accomplish traffic control.
 3. To ensure that development supplies the parking needed to serve the associated uses, residents, tenants, and visitors.
 4. To achieve design of parking areas resulting in creation of attractive living and working environments.
 5. To achieve an appropriate balance between the demand for and supply of off-street parking.
 6. To promote joint-access and cross-access between adjacent properties.
 7. To protect surrounding neighborhoods.
 8. To accommodate and encourage multi-modal transportation usage.
 9. To assist in the creation of a continuous pedestrian and bicycle environment linking all primary buildings and open space.
 10. To assist in the abatement of excessive noise, heat, and light, and to accomplish erosion control.
- (B) *Applicability.* The regulations in this article support these purposes by requiring the owners and operators of land, structures, and uses to provide parking on their own premises in accordance with the demand generated by the land, structure, or use. The regulations in this article shall apply to all uses in all districts, in addition to any parking requirements imposed by specific zone districts. No land shall be used or occupied, no structures shall be designed or erected, and no use shall be operated unless the requirements in this article are provided and maintained as set forth in this article.
- (C) *Non-conforming Parking.* Conformance to the parking standards in this article for off-street parking or loading spaces for land or structures in use on the effective date of the ordinance from which this article derives, being October 1969, need not be conformed to, but adherence to the article must be achieved for any additions or expansion to the use including shopping centers approved before the effective date of this code. Off-street parking or loading space that has been provided prior to such effective date shall not be permanently reduced or infringed upon in any manner creating conditions not in conformance with the requirements of this chapter. New parking areas required to serve any addition or expansion to the use shall meet all code requirements for supply and design.

- (D) *Conformance with Landscaping Standards.* Landscaping required to meet these parking regulations shall be in conformance with the standards set forth in article 14.

(Ord. No. 2001-72, 12-3-2001)

DIVISION 2. ADMINISTRATION AND ENFORCEMENT

Sec. 146-1501. Use and Place Restrictions.

- (A) *Prohibited Uses.* No parking area shall be used for the sale, storage, repair, dismantling, or servicing of any vehicles, equipment, materials, or supplies. Required parking, vehicle stacking spaces, and off-street loading spaces shall be reserved exclusively for their design purpose.
- (B) *Prohibited Parking.* Parking of any vehicle or part thereof, including but not limited to campers and recreation vehicles, on lawn areas in front or side yards, on areas set aside for landscaping, or on any other area not surfaced for off-street parking as provided in this article is prohibited.
- (C) *Restrictions on Parking of Vehicles.* The following vehicles shall neither be parked nor stored on a residentially zoned lot:
- Commercial truck, trailer or construction vehicle or bus exceeding 7,000 pounds empty weight
 - Truck-tractor
 - Semi-trailer
- This provision shall apply except when the vehicle is being used to render services, such as deliveries, pickups, or construction activity to property within 200 feet of where the vehicle is parked.
- (D) *Vehicles Used for Other Purposes.* The following shall not be used for conduct of business or for a dwelling unless in a mobile home park or campground: travel trailer, tent trailer, pick-up camper or coach, motorized dwelling or van.

(Ord. No. 2001-72, 12-3-2001; Errata of 2-7-2002, 22, 23)

Sec. 146-1502. Parking Plan.

- (A) *Parking Plan Required.* When a site plan is not required, a separate parking plan drawn to scale accurately depicting the area to be allocated to off-street parking shall be filed with the Director of Planning for approval or disapproval. All parking plans shall be filed with any application for a building permit.
- (B) *Submittal Requirements.* Application for approval of a parking plan shall be made in writing on forms furnished by the city and shall include all material required by that form.
- (C) *Owner's Approval.* All applications shall be made by or with the approval of the owner of the entire land area to be included within the parking plan.
- (D) *Appeal of Denial.* If a building permit is denied for failure to comply with this

article, the applicant may appeal such denial.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-1503. Changes to Parking Plan.

- (A) *Minor Modifications.* Based upon a showing of a change of use or change of condition, minor modifications in any parking plan previously filed may be permitted, subject to the approval of the Planning Director. Such modifications shall be applied for through the Planning Department. Minor modifications are limited to changes in parking supply of 10 percent or less and to changes in parking plan improvements of 10 percent or less measured along the appropriate axis as compared with dimensions on the approval plan.
- (B) *Amendments.* Based upon a showing of a change of use or change of condition, amendments to any parking plan previously filed may be permitted, subject to the approval of the Planning Director. Such amendment shall be filed in the records of the Planning Department. If a building permit is denied for failure to comply with this article, the applicant may appeal such denial.

(Ord. No. 2001-72, 12-3-2001)

DIVISION 3. PARKING AND LOADING SPACES REQUIRED

Sec. 146-1504. Amount of On-Site Parking Required.

- (A) *Requirements by Use.* No site plan shall be approved or any permit for the erection or occupancy of a building or structure issued unless such use conforms with the parking supply requirements of this section including the requirements of Table 15.1. for any building, structure, or premises, the use of which is not specifically mentioned in the table, the parking provisions for a similar use, as determined by the Planning Director, shall apply. For a new use where, in the opinion of the Planning Director, a similar parking rate is not suitable, the Planning Director may determine the appropriate minimum requirements based upon a suitable parking study prepared by the Planning Department.
- (B) *Requirements by Use as Modified by a Shared Parking Agreement.* Where multiple uses are located together in a common building or other integrated building complex containing a minimum of 20,000 sf gfa, the parking requirements listed in Table 15.1 may be modified by applying the reductions listed in Table 15.2 and providing the resulting number of spaces in a permanent common parking facility. This common parking facility shall be cooperatively established, operated, and maintained.
- (C) *Method of Calculating Parking Demand.*
 1. When the parking calculation shown in Table 15.1 is expressed in parking spaces per number of employees, the number of employees shall mean the peak number of employees present on the site during any one-hour period. Requirements based on floor area usage shall be calculated on peak seasonal usage assuming full occupancy.
 2. Where requirements are stated as a function of "gross floor area" this

term shall mean the sum of the horizontal areas of all the floors of a building or structure as measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but excluding any space where the floor-to-ceiling height is less than six feet. The area of parking garages contained within a building shall not be included in the gross floor area calculation, nor shall basement areas with a finished floor level six feet or more below the adjacent grade.

3. Where requirements are stated as a function of the number of bedrooms, any one-bedroom units with a den, office, or loft shall be classified as a two-bedroom unit.
 4. Where the required parking calculation results in a fractional parking space, the fraction shall be rounded up. Where a shared parking space reduction calculation results in a fractional space, the fractional reduction shall be ignored.
- (D) *Waiver for a Reduction in the Minimum Number of Spaces Required.* Where an unusual use classification situation exists such that an applicant believes that actual demand for parking spaces will be less than the totals required by Table 15.1, the applicant may request a waiver for a reduction in supply as provided for in section 146-1505.
- (E) *Method of Calculating Parking Supply.* For the purposes of meeting the parking supply requirements of Table 15.1, only parking spaces meeting all the following criteria may be counted:
1. *Dimensional requirements.* Only parking spaces meeting the minimum dimensional requirements of this article may be counted.
 2. *Location.* Except as allowed by either the off-site parking provisions of section 146-1510 or items 4 and 5 listed below, only spaces contained within a use's lot area may be counted.
 3. *Tandem parking.* Except as provided for by item 4 listed below, tandem parking spaces shall not be counted.
 4. *Guest parking.* In addition to the number of required resident parking spaces, guest parking for each unit shall be provided as shown in Table 15.1. Requirements for residential guest parking may be met by the provision of parking spaces in any of the following locations:
 - a. On a residential driveway leading exclusively to a dwelling unit's private garage;
 - b. Within a lawful parking space along a public street frontage directly abutting the dwelling unit's lot; or
 - c. Within 200 feet of the unit's entrance on a private street, motor court, loop lane, parking lot, or garage.
 5. *Resident parking.* In the case of resident parking for a single-family attached townhome or a multi-family dwelling, the resident parking requirement may be met by assignment of a non-tandem space or spaces on a private street, motor court, or drive lane directly abutting the dwelling unit's lot, or in a garage or carport.

6. *Handicapped spaces.* Handicapped parking spaces as required by section 146-1507 shall be supplied in addition to the spaces required by this section and Tables 15.1 and 15.2.

TABLE 15.1. AMOUNT OF OFF-STREET PARKING REQUIRED		
	(A) Use Classification	(B) Parking Space Requirements¹
RESIDENTIAL		
1.	Residential dwellings: single-family detached homes including manufactured homes Day care home (child, adult), Group homes, residential care facilities	2 spaces per dwelling unit (spaces can be accommodated in garage or driveway outside the required front yard setback) plus 2 guest spaces per unit
2.	Two Family homes	2 spaces per unit plus 1 guest space per unit
3.	Single-family attached townhouses	2 spaces per unit plus 1 guest space per each 2 units
4.	Residential dwellings: multiple-family Residential housing for senior citizens	1 space per efficiency unit 1.5 spaces per one-bedroom unit 2 spaces for each two-and three-bedroom unit 2.5 spaces for each unit of 4 bedrooms or more Any one-bedroom unit with den, office, or loft shall be classified as a two-bedroom unit for these purposes. For multiple family dwellings and residential housing for senior citizens, additional spaces equal to 15% of the required residential spaces, shall also be required as guest spaces.
5.	Day care centers: adult, child (small), child (large)	1 space per 5 clients or students
6.	Assisted living, congregate care	0.25 spaces per bedroom
7.	Nursing Homes	1 space per 4 patient beds, plus 1.25 spaces for each staff, visiting doctor, and employee
8.	Manufactured housing parks, mobile home courts	2 spaces per residential unit plus 1 space per 5 dwelling units for guest parking
9.	Fraternity and sorority houses, dormitories, rooming houses or boarding houses	1 space per bedroom plus ¼ space per bedroom for guest parking
10.	Artspace	1 space per Artspace residence
NONRESIDENTIAL		
A. Motor Vehicle Related Uses		
11.	Car wash: full-service	1 parking space per washing module plus 1 drying space and 2 stacking spaces per washing module. (A space in a washing module is not a parking space).
12.	Car wash: self-service	1 drying space and 2 stacking spaces per washing module. (A space in a washing module is not a parking space).
13.	Motor vehicle sales and repairs	1 space for each 1.5 employees, plus 1 space per 150 gfa of repair or maintenance space, plus 1 space per 600 gfa of showroom, indicating the location of any and all customer parking, vehicular storage and outdoor display areas, if any

TABLE 15.1. AMOUNT OF OFF-STREET PARKING REQUIRED

	(A) <i>Use Classification</i>	(B) <i>Parking Space Requirements</i> ¹
A. Motor Vehicle Related Uses		
14.	Motor vehicle fuel dispensing stations	1 space per cashier or attendant, plus 2 for each grease rack or similar facility. (A workstation, e.g., grease rack, is not a parking space).
15.	Motor vehicle fuel dispensing stations: combination use including fuel dispensing and one or more of the following - restaurant, drive-through restaurant, convenience store or similar use	The same parking requirement for a motor vehicle fuel dispensing station plus the required spaces listed in this table for each other component use included on the site.
B. Retail		
<i>Shopping centers</i> ^a :		
16.	Less than 150,000 gfa ^b	4 spaces per 1000 gfa
17.	150,000 - 399,999 gfa ^b	3.8 spaces per 1000 gfa
18.	400,000 and greater gfa ^b	3.6 spaces per 1000 gfa
<i>Single user retail</i> :		
19.	Convenience	1 space per 250 gfa
20.	Large format/low intensity retail (including office showrooms, furniture stores)	1 space per 600 gfa
21.	Large format/high intensity retail (including discount department stores, warehouse clubs)	1 space per 250 gfa
22.	Building supply store, lumber yards	1 space per 600 gfa plus 1:2500 gfa of outdoor area used for display and storage
23.	Restaurants (standard), nightclubs, taverns and lounges	1 space per 3 seating accommodations. An outdoor seating area for a restaurant or tavern up to one-third the floor area of the indoor seating area may be provided without a requirement for additional parking.
24.	Take-out dining with less than 10 seating spaces	1 space per 60 gfa with a minimum of 10 spaces
25.	Restaurants, fast food with drive-through facilities	Same as for restaurant plus requirement for drive-through service: 7 stacking spaces for the drive-through window lane, with a minimum of 4 of the 7 such spaces designated for the drive-through ordering station area
C. Office		
26.	All offices: business, professional and public offices, in all zones except in B-2 zones	1 space per 300 gfa
27.	All offices: business, professional and public, in the B-2 zones	1 space per 500 gfa
D. Industrial		
28.	Industrial, manufacturing, processing and fabrication, research and development	The greater of 1 space per 1.5 employees (largest shift), or 1 space per 800 gfa ^c
29.	Contractor's yard, junk yard, nurseries for plants and trees	1 space per 1.5 employees (largest shift) plus 1 space per 2500 gfa used for outdoor display and storage
30.	Warehouse (storage)	The greater of 1 space per 1.5 employees, or 1 space per 2000 gfa

TABLE 15.1. AMOUNT OF OFF-STREET PARKING REQUIRED

	<i>(A)</i> <i>Use Classification</i>	<i>(B)</i> <i>Parking Space Requirements</i> ¹
E. Places of Public Assembly and Recreation		
31.	Self storage and mini-storage garage	One space for each 1.5 employees (two spaces for resident caretaker), plus three spaces conveniently located at the registration area. Where self-storage does not provide customer drive-up access, provide one additional loading space per 100 storage spaces.
32.	Place of worship, schools and places of public assembly, including amusement parks, armories, auditoriums, banquet facility, bingo parlors, community centers, convention centers, gymnasiums, libraries, movie theaters, private clubs and lodges, pool rooms, stadiums, theaters, swimming pools, and all similar places of public assembly	1 space per 4 seats in the auditorium or place of worship or assembly, or 2 spaces per 3 employees, or 1 space per 4 persons maximum occupancy where no fixed seats are provided.
33.	Health Club	1 space per 3 persons maximum occupancy plus 1 space per 100 gfa office/administrative space
34.	Recreational uses (e.g., golf courses, bowling alleys, driving ranges and similar uses)	According to peak hour usage
F. Lodging/Medical		
35.	Hotels, extended stay-hotels, motels, tourist homes and tourist courts	1 space per accommodation plus such spaces as are required for eating establishments, assembly rooms and related facilities
36.	Bed and breakfast residences	2 spaces for the residence innkeepers, plus 1 space for each guest room
37.	Hospital, Urgent Care Facility	1 space per bed
38.	Medical and dental offices and clinics (including animal hospitals or clinics, veterinary offices, and drug or alcohol treatment centers)	1 space per 225 gfa
39.	Ambulance Service	1 space per employee

¹ Expressed as the required number of parking spaces per 1,000 square feet of gross floor area (gfa), unless otherwise noted.

^a A group of retail and other commercial establishments that are planned, developed and managed as a single property.

^b A parking study shall be required when the restaurant, entertainment, and/or cinema space exceeds 20% of the shopping center gross floor area.

^c Future parking may be counted in meeting the minimum number of spaces. Future parking spaces are defined as spaces delineated on the site plan in truck loading areas. These spaces cannot be included in the parking count for current employee needs. The intent of this future parking provision is to provide relief from otherwise excessive requirements for large industrial use buildings with a low number of employees and visitors.

**Table 15.2
Schedule of Shared Parking**

How to Determine the Total Parking Requirement for Shared Parking Facilities

For each applicable general land use category, calculate the number of spaces required for a use as indicated in Table 15-1 as if it were the only use. Use those figures for each land use to calculate the number of spaces required for each of the six time periods by multiplying the full parking requirement by the percentage figure shown. For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six time periods. Select the single time period with the highest total parking requirement and use that total as the shared parking requirement.

General Land Use Classification	Weekdays			Weekends		
	Midnight - 7am	7am – 6pm	6pm - Midnight	Midnight - 7am	7am – 6pm	6pm - Midnight
Office & Industrial	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	70%	45%	100%
Lodging	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/Recreation	5%	20%	100%	5%	50%	100%
Place of Worship	0%	30%	50%	0%	100%	75%

(Ord. No. 2001-72, 12-3-2001; Errata of 2-20-2002, 24; Errata of 9-11-2002, 105--107; Errata (4) of 12-30-2002, 4; Ord. No. 2003-50, §§ 10--15, 8-11-2003)

Sec. 146-1505. Parking Reduction Waivers.

- (A) *Parking Reduction Waiver Procedures.* Applicants seeking a waiver to allow a temporary or permanent reduction of parking shall submit to the Planning Director a parking reduction report meeting the requirements listed below in this section. Non-residential parking reductions of up to ten percent may be approved by the Planning Director administratively. All other reduction waivers shall require approval by the Planning Commission. When reduction calculations result in a fractional number of parking spaces, the fractional space shall not be counted as a whole space and shall not be used in the reduction.
- (B) *Contents of the Parking Reduction Report.*
1. In the case of a non-residential reduction of ten percent or less, the report shall include at minimum a document citing at least three other comparable instances of similar land uses in comparable settings in the Denver metropolitan area where a reduced amount of parking has proven successful. A comparable setting is one where the surrounding neighborhood, use, and availability of public transportation, and neighborhood quality are similar to the setting of the proposed use.
 2. In the case of any other reduction request, the report shall at minimum include the comparables report listed in item (1) above, plus a traffic generation study prepared by a professional traffic engineer.

- (C) *Criteria for Approval.* A waiver for parking reduction shall not be approved unless the approving authority finds that the parking needs of the use will be adequately served, and at least one of the following:
1. The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;
 2. A mix of residential uses with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
 3. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; or,
 4. The applicant provides an acceptable proposal for an alternate mode of transportation program, including a description of existing and proposed facilities and assurances that the use of alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis.

(Ord. No. 2001-72, 12-3-2001; Errata of 2-20-2002, 25)

Sec. 146-1506. Off-Street Loading Spaces in Business and Industrial Districts.

- (A) *Location.* Off-street loading spaces shall be located on the same lot or parcel as the structure or use for which it is provided. In no case shall loading areas encroach into a fire lane.
- (B) *Number.* The minimum number of off-street loading spaces, plus an additional area or means for ingress and egress which is adequate for maneuvering, shall be provided pursuant to Table 15.3.
- (C) *Screening.* Service and loading areas visible from residences or streets shall be screened by fences, walls, landscaping, berms, or any combination of those items.

Table 15.3. Off-Street Loading Spaces				
	(A)	(B)	(C)	(D)
	Use	Gross Floor Area (Square Feet)	Minimum Required Number of Spaces ¹	Minimum Space Size
1.	Office, Manufacturing, Industrial	Less than 40,000	1	50 feet in length, 12 feet in width, 18 feet in height, except that spaces for office uses may have a net area ² of not less than 200 sq. ft.
2.		40,000 through 100,000	2	
3.		100,001 through 160,000	3	
4.		160,001 through 240,000	4	
5.		240,001 through 320,000	5	
6.		320,001 through 400,000	6	
7.		For each additional 90,000 over 400,000	1	

Table 15.3. Off-Street Loading Spaces				
	(A)	(B)	(C)	(D)
	Use	Gross Floor Area (Square Feet)	Minimum Required Number of Spaces ¹	Minimum Space Size
8.	Other business uses including but not limited to retail and restaurants	Less than 20,000	1	Net area ² of not less than 200 sq. ft.
9.		20,001 through 30,000	2	
10.		30,001 through 40,000	3	
11.		For each additional 30,000 over 40,000	1	

¹ The Planning Director may reduce the number of spaces required in two circumstances:

- (a) where an alley exists and is capable of safely providing one or more loading spaces; and
- (b) where loading and unloading occur off-hours (e.g., fast food restaurant).

² "Net area" means the loading space itself exclusive of maneuvering area.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-1507. Accessible Parking.

(A) *Parking Space Supply.* All off-street parking within the city shall include designated spaces for handicapped-identified vehicles pursuant to the following:

(B) *Design.*

1. *Width.* Accessible parking spaces shall be a minimum of nine feet wide. Access aisles adjacent to accessible spaces shall be a minimum of five feet in width. Two accessible parking spaces may share a common access aisle. One space in every eight accessible spaces, but not less than one, shall be served by an access aisle at least eight feet in width, and shall be designated "van accessible."
2. *Accessible route.* Parking access aisles next to accessible spaces shall be part of the accessible route to the building or facility entrance. Curb cuts or curb ramps shall be required for all new construction commencing with the effective date of the ordinance from which this section derives. Accessible spaces that serve a particular building shall be located on the shortest accessible route of travel from parking to an accessible entrance.
3. *Marking and signage.* Accessible parking spaces shall be marked and maintained with striping or other surface painting to distinguish accessible spaces from other parking spaces. Accessible parking spaces shall also be posted with an above-grade sign at each accessible space incorporating the international symbol of accessibility and the following language: "Reserved Parking. Tow Away Zone." Such sign shall adhere to the provisions of section 2B-31: Urban Parking and Stopping Signs of the Manual on Uniform Traffic Control Devices approved by the state transportation department.
4. *Usability.* All accessible parking spaces shall be kept clear of snow, mud, and debris to the extent practicable, regardless of weather or other

conditions.

5. *Parking privileges.* The privilege to use accessible spaces shall be governed by the following sections of the Model Traffic Code, revised 1995, as well as these code sections: section 146-1204, "Stopping, Standing, or Parking Prohibited in Specified Places" and section 146-1208, "Parking Privileges for Persons with Disabilities."

(C) *Previously Approved Site Plans.* The city council recognizes that in order to comply with this section, certain modifications and alterations might be necessary for sites that were built in accordance with previously approved site plans and minimum parking space requirements. However, due to the importance of providing adequate accessible parking, the need to submit site plan amendments and the need to adhere to minimum parking space requirements are waived when providing additional accessible spaces, subject to the review and approval of the Planning Director.

15.4. Accessible Parking Spaces		
	(A) Total Parking Spaces in Lot or Garage	(B) Required Minimum Number of Accessible Spaces ¹
1.	1 through 25	1
2.	26 through 50	2
3.	51 through 75	3
4.	76 through 100	4
5.	101 through 150	5
6.	151 through 200	6
7.	201 through 300	7
8.	301 through 400	8
9.	401 through 500	9
10.	501 through 1,000	2 percent of total
11	More than 1,000	20 plus 1 for each 100 spaces more than 1,000

¹ When parking spaces are used for the parking of vehicles used in the operation of a business or for compliance with handicapped parking requirements, such parking spaces shall be provided in addition to those otherwise required by this article.

Figure 15.1: Signage for Accessible Parking



Figure 15.1: Signage for Accessible Parking

(Ord. No. 2001-72, 12-3-2001; Errata of 2-1-2002, 5; Errata of 9-27-2002)

Sec. 146-1508. Bicycle Parking.

- (A) *Bicycle Parking Required.* All non-residential uses shall be required to provide bicycle parking. These requirements are in addition to the off-street parking requirements set forth in Table 15.1, "Amount of Off-Street Parking Required."
- (B) *Parking Space Supply.* For non-residential development, a number of off-street bicycle parking spaces shall be provided equal to three percent of the required motor vehicle parking spaces. Each inverted-U bicycle rack will count as two bicycle parking spaces.
- (C) *Parking Space Reduction.* The number of required motor vehicle parking spaces may be reduced at the ratio of one motor vehicle parking space for each two bicycle parking spaces, up to a maximum reduction of five percent of the required motor vehicle parking space.
- (D) *Design.* Bicycle parking facilities, both lockers and racks, as applicable, shall:
 - 1. Be located in convenient, highly visible, active, well-lighted areas but shall not interfere with pedestrian movements. At least 10 percent or 10 bicycle parking spaces, whichever is less, shall be located within 100 feet of the primary building entrance;
 - 2. Provide for storage and locking of bicycles, either in lockers or medium-security racks or equivalent installation in which both the bicycle frame and wheels may be locked by the user.
 - 3. Consist of racks or lockers anchored so that they cannot be easily removed, and of solid construction, resistant to rust, corrosion, hammers, and saws;
 - 4. Be consistent with their environment in color and design, and be incorporated whenever possible into building or street furniture design.
- (E) The required bicycle rack is the "inverted-U" type, or other type approved by the Planning Director. Whatever rack is installed shall:
 - a. Be simple, functional and durable;
 - b. Be capable of supporting a bicycle in an upright position;
 - c. Allow the user to lock a bicycle frame and wheel(s) with either a standard U-shaped lock or a chain/cable and lock;
 - d. Have no edges, seams, or hardware to pose a hazard or become unsightly; and,
 - e. Be freestanding units to allow flexibility in the number provided and their placement.

Figure 15.2: Generalized Bicycle Parking Layout

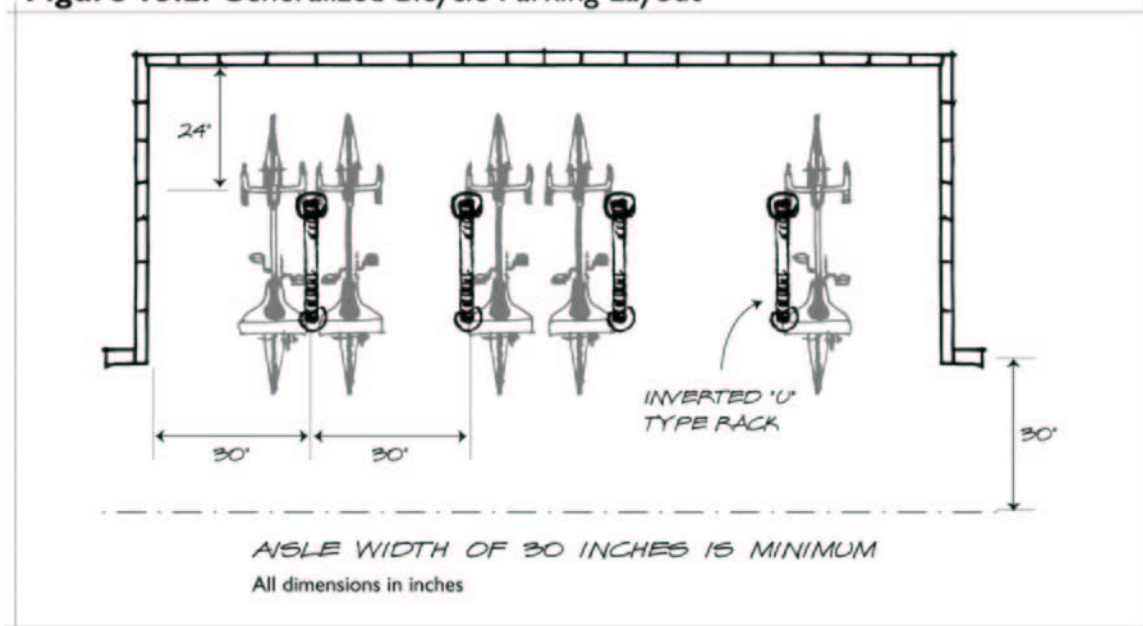


Figure 15.2: Generalized Bicycle Parking Layout

(Ord. No. 2001-72, 12-3-2001)

DIVISION 4. DESIGN, CONSTRUCTION, AND MAINTENANCE

Sec. 146-1509. Parking Area Design.

- (A) *Generally.* The parking layout and pedestrian and vehicular circulation systems within each development shall:
1. Accommodate the safe and convenient movement of vehicles, bicycles, pedestrians and transit throughout the proposed development, and to and from surrounding areas;
 2. Contribute to the attractiveness of the development;
 3. Reflect the grid pattern of surrounding streets, where applicable;
 4. Provide adequate directness, street crossings, and security as defined by the standards in this section;
 5. Connect the on-site bicycle system to the city's off-road trail system to the extent reasonably feasible; and,
 6. Provide required landscaping in conformance with the landscaping standards of the Planning Department.
- (B) *Layout.*
1. *Preferred movement.* To the extent possible, parking area layouts shall be designed using two-way vehicle movement systems with perpendicular and parallel parking spaces in preference to one-way

systems with angled parking.

2. *Parking space and aisle design standards.* All parking spaces shall meet the minimum size and other dimensional requirements illustrated in Fig. 15.3, Parking Design Standards.
3. *Slope.* Those portions of driveways supplying required parking shall not exceed eight percent slope.
4. *Overhangs.* To ensure the proper maintenance and utilization of these facilities, parking areas for public use shall be designed so that a parked vehicle does not overhang the public right-of-way or public sidewalk unless widened by the amount of the overhang. A parked vehicle may overhang a landscaped area, and up to two feet of such landscaped area may be included as a part of the length of the parking stall. Parked vehicle overhangs shall not reduce the width of a required accessible route. In no case shall vehicle overhangs encroach on required buffers or landscaping.
5. *Tandem parking.* All required parking spaces shall be individually accessible except for guest parking in private driveways leading to individual dwellings. Tandem parking for the purpose of meeting parking supply requirements is prohibited.
6. *Access.* Every off-street parking space shall have direct access to a driving lane or aisle. Private driveways leading to dwelling units shall be either a minimum of 20 feet in length or less than 10 feet in length. In no case shall an approach drive allow parking such that parked vehicles encroach on public or private street or sidewalks.
7. *Conventional parking lots.* For conventional parking lots, i.e. those not using the parking block standards, the design standards in Table 15.5, "Conventional Parking Lot Design" apply.
8. *Parking block requirement.* For non-residential developments whose required parking equals or exceeds 120 spaces, the design of parking areas may be based on parking blocks as the organizing design principle. Parking blocks focus the required landscaping and separated pedestrian ways on their perimeters. The design standards in Table 15.6, "Parking Block Design" apply.
9. *Building entrance.* No vehicle shall be parked within six feet of a building entrance or exit.
10. *Shopping cart management.* All retail uses larger than 30,000 sq. ft. gross leasable area shall be provided with a cart control system to ensure that required parking spaces and movement corridors are not encroached on by haphazardly placed shopping carts. Additionally, all carts must have wheel locking devices and site perimeter controls to prevent carts from being taken off-site. The Planning Director may require cart corrals for all parking lots serving retail or commercial uses where the slope of the parking lot exceeds three percent.
11. A concrete or otherwise permanent curb, bumper, wheel stop, or similar device shall be installed which shall be adequate to protect the public

right-of-way, public sidewalk or planters from vehicular overhangs and to protect any structure from vehicular damage. If such protection is provided by means of a method designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two feet from the edges of the public right-of-way, sidewalk, planter, or building. A parked vehicle may overhang a landscaped area, and up to two feet of such landscaped area may be included as a part as a part of the length of the parking stall. Parked vehicle overhangs shall not reduce the clear width of a required accessible route.

Table 15.5. Conventional Parking Lot Design.	
1.	Maximum parking row length is 20 parking spaces.
2.	Each parking row shall be terminated by a landscaped island (also known as a “terminal island”).
3.	No parking row shall exceed 15 continuous parking spaces.
4.	Landscaped islands shall be placed in parking rows at an overall average of one island per 10 parking spaces or portion of 10 parking spaces.
5.	Each row of parking shall be separated from automobile travel routes or other hard-surfaced paved areas with landscaping islands or landscaped medians. Hard-surfaced paved areas shall mean those areas that are paved for the use of motor vehicles.
6.	A minimum of five percent of the area required to provide the minimum number of parking spaces shall be landscaped. This percentage may be higher in City Center and other PD zone districts. Areas that qualify as internal landscaping are illustrated in Fig. 15.4.
7.	Each landscaped island shall be protected by concrete curbs, a minimum of 171 square feet (9 feet by 19 feet) measured curb face to curb face, and landscaped.
8.	Medians shall be a minimum of 10 feet wide measured curb face to curb face, protected by concrete curbs and landscaped.

- (C) *Pedestrian and Bicycle Circulation and Access.* Design of pedestrian and bicycle movement within parking areas shall conform to the following standards:
1. Sidewalks or paths shall be provided from the farthest parking block or bay to the primary entrance of each building which they serve.
 2. All developments that contain more than one building shall provide walkways between the principal entrances of the buildings.
- (D) *Setbacks and Screening of Parking Areas.* Parking areas shall be set back from property lines and screened in accordance with the standards in Table 15.7.

Table 15.6. Parking Block Design	
1.	Threshold for allowing use of parking blocks: 120 parking spaces.
2.	Maximum size of one parking block: 120 spaces.
3.	Minimum internal landscaping required: none.
4.	Minimum standards for pedestrian walkway: each block shall be provided with a grade-separated walkway of five feet minimum unimpeded width linking the farthest perimeter point of the parking area to the primary building entrance. Where this walkway crosses a driving aisle, the aisle shall be raised to the level of the adjoining walkway and/or shall be paved with a distinctive material (not including asphalt).

Table 15.7. Parking Area Setbacks And Screening

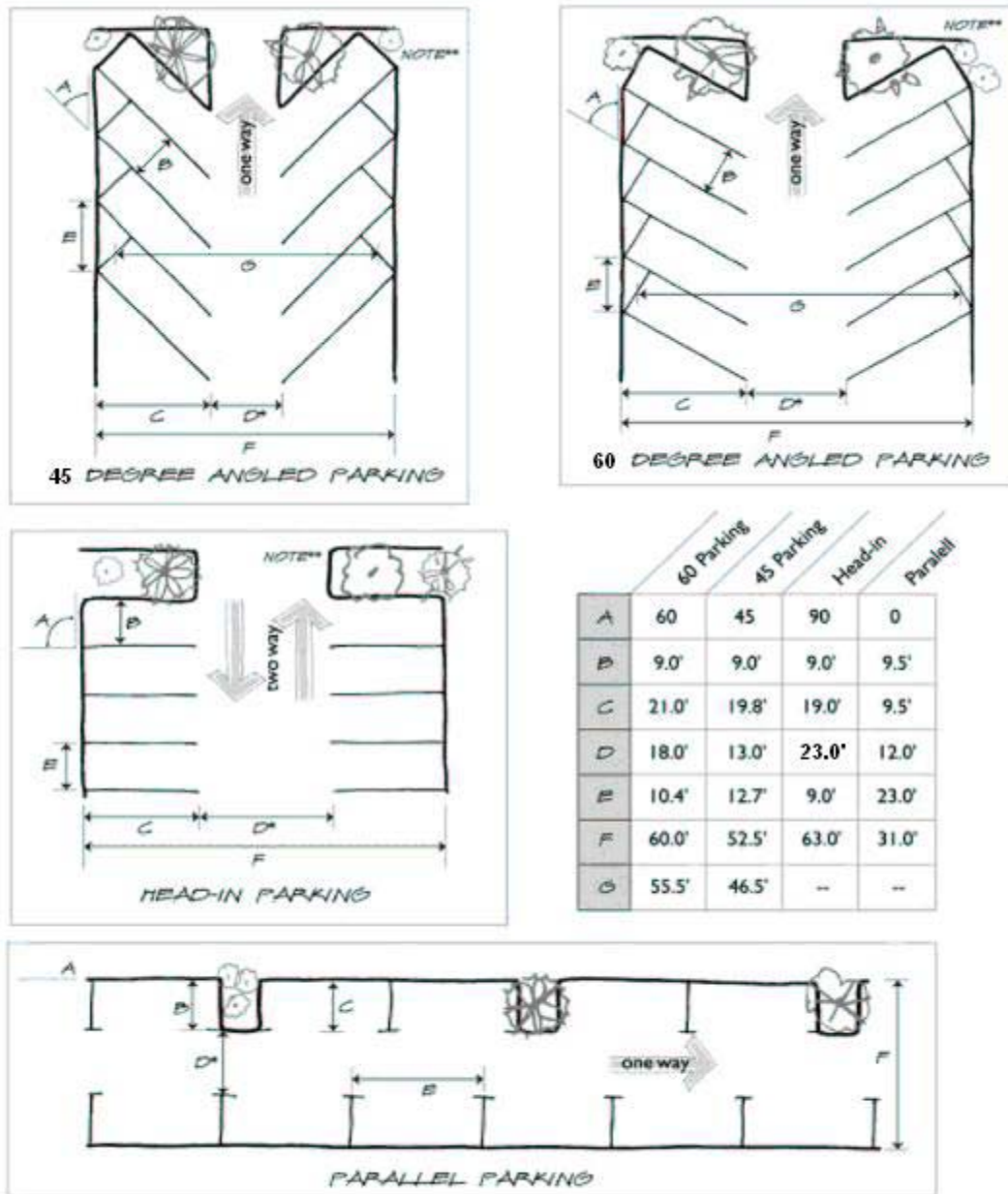
1.	All uses and zone districts: Parking lots shall be visually screened from the public right-of-way and adjacent uses. Such screening can be integrated into buffer yard requirements, and is not in addition to such buffer yard requirements. Standards for such screening are set forth in section 146-1418(B).
2.	R-A, R-E, R-O, R-1 or other area that is restricted to single-family detached residential uses: Whenever off-street parking lots for more than six vehicles are to be located within or adjacent to an R-A, R-E, R-O, R-1, or other single-family detached residential districts, they shall be screened with an opaque ornamental fence, decorative wall, landscaped earth berm, or dense evergreen hedge, having a height of not less than six feet or more than eight feet, measured from the median elevation of the parking lot surface.

(E) *Stacking spaces.*

1. *Defined.* Vehicle stacking is:
 - a. The minimum required length of an on-site drive aisle necessary to facilitate the safe movement of vehicles between the parking area and the public street; and/or
 - b. The minimum required length of an on-site drive aisle necessary to facilitate movement of vehicles within a parking lot to drive-up window service or other drive-through services.
2. *Stacking distances.* Required stacking distances shall be measured from the flow line to the first parking stall or aisle. Stacking distance for internal drive-up or drive-through services shall be measured from the point of service as shown in Fig. 15.6. Within a designated drive aisle, vehicle stacking shall be provided as necessary to safely enter and exit parking areas and to serve individual uses. The required stacking distance for the site may be distributed between accesses serving the site, provided a minimum stacking of 20 feet is provided at all access points. The stacking distance may be adjusted by the Planning Director for accesses with two approach lanes, and will be subject to traffic impact study findings, roadway geometry, traffic volume, and site layout.
3. *Size.* In no case shall a vehicle stacking space be less than 8- ½ feet wide and 19 feet in length.
4. *Location.* Required vehicle stacking spaces shall not interfere with access to parking spaces. They may be located anywhere on the site provided that traffic impacts on- and off-site are minimized and the location does not create negative impacts on adjacent properties due to noise, light, or other factors.
5. *Drive-through operations.* All drive-through facilities shall have a minimum of three stacking spaces, each at least 20 feet in length, including the first point of service (e.g., a menu board), except that self-serve car washes shall provide a minimum of two such stacking spaces to and including the first point of service (e.g., vacuum pumps). Such stacking of automobiles shall be located in a safe and convenient manner

to allow the unobstructed flow of traffic. Fast food restaurants shall have a minimum of 7 stacking spaces (see Table 15.1 cell #25B). Car wash: full service: and Car Wash: self-service shall comply with stacking requirements contained in Table 15.1, cells 11B and 12B respectively.

Figure 15.3: Parking Space and Aisle Design Standards



	60 Parking	45 Parking	Head-in	Parallel
A	60	45	90	0
B	9.0'	9.0'	9.0'	9.5'
C	21.0'	19.8'	19.0'	9.5'
D	18.0'	13.0'	23.0'	12.0'
E	10.4'	12.7'	9.0'	23.0'
F	60.0'	52.5'	63.0'	31.0'
G	55.5'	46.5'	--	--

PARKING SPACE AND AISLE DESIGN STANDARDS:
 The size and spacing specifications for required off-street parking shall be taken from the table above. Aisle widths indicated are one-way flow except for 90 degree angled parking. For parking angles other than those shown, the minimum parking space and aisle dimensions shall be determined by the planning director.

- * Additional width may be required where aisle serves as the principal means of access to on-site buildings or structures.
- ** Curbed, landscaped islands are required at the ends of aisles.

Figure 15.3: Parking Space and Aisle Design Standards

Figure 15.4: Internal Parking Lot Landscaping

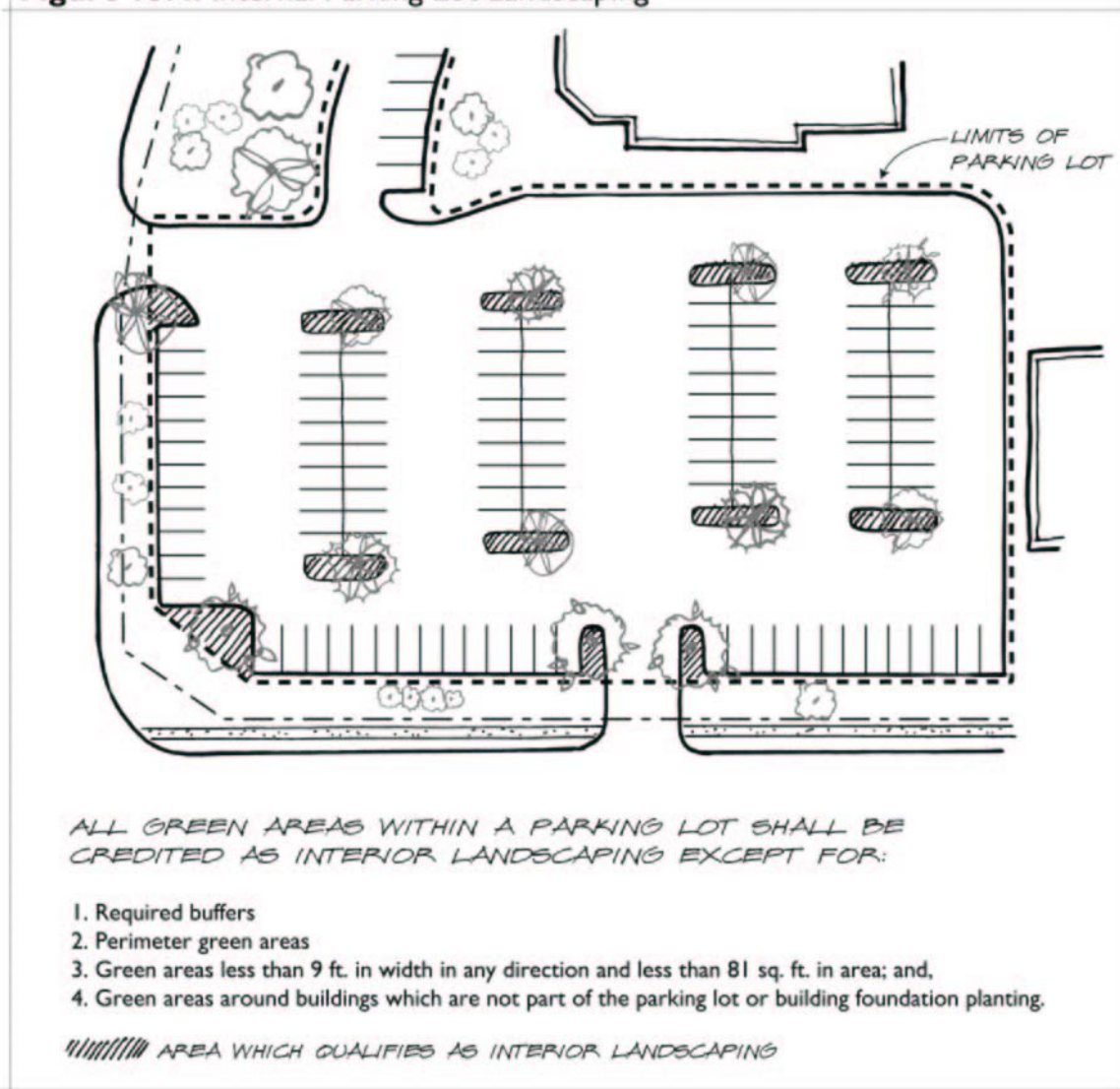


Figure 15.4: Parking Lot Landscaping

Figure 15.5: Parking Block Design

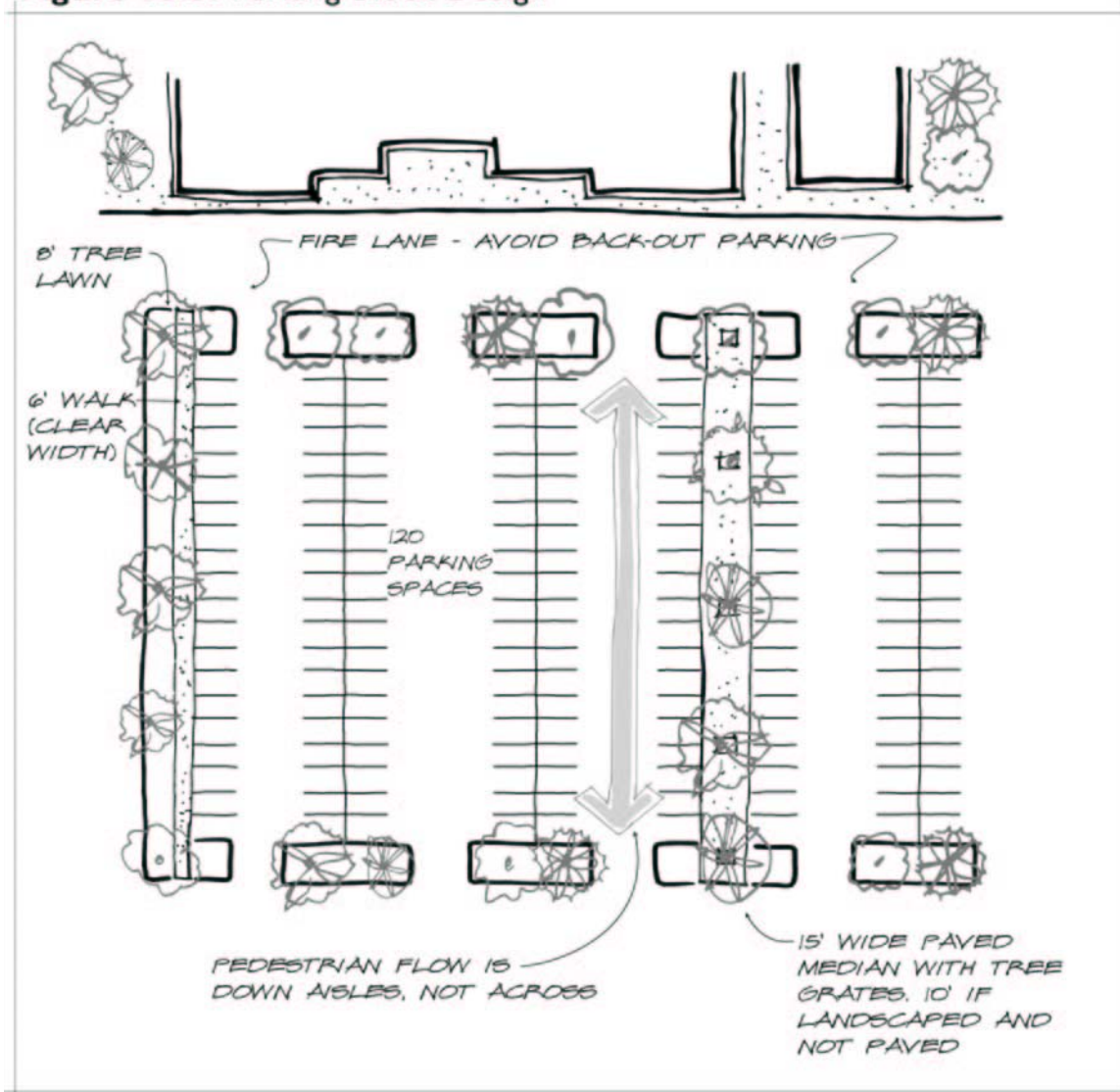


Figure 15.5: Parking Block Design

Figure 15.6: Vehicle Stacking

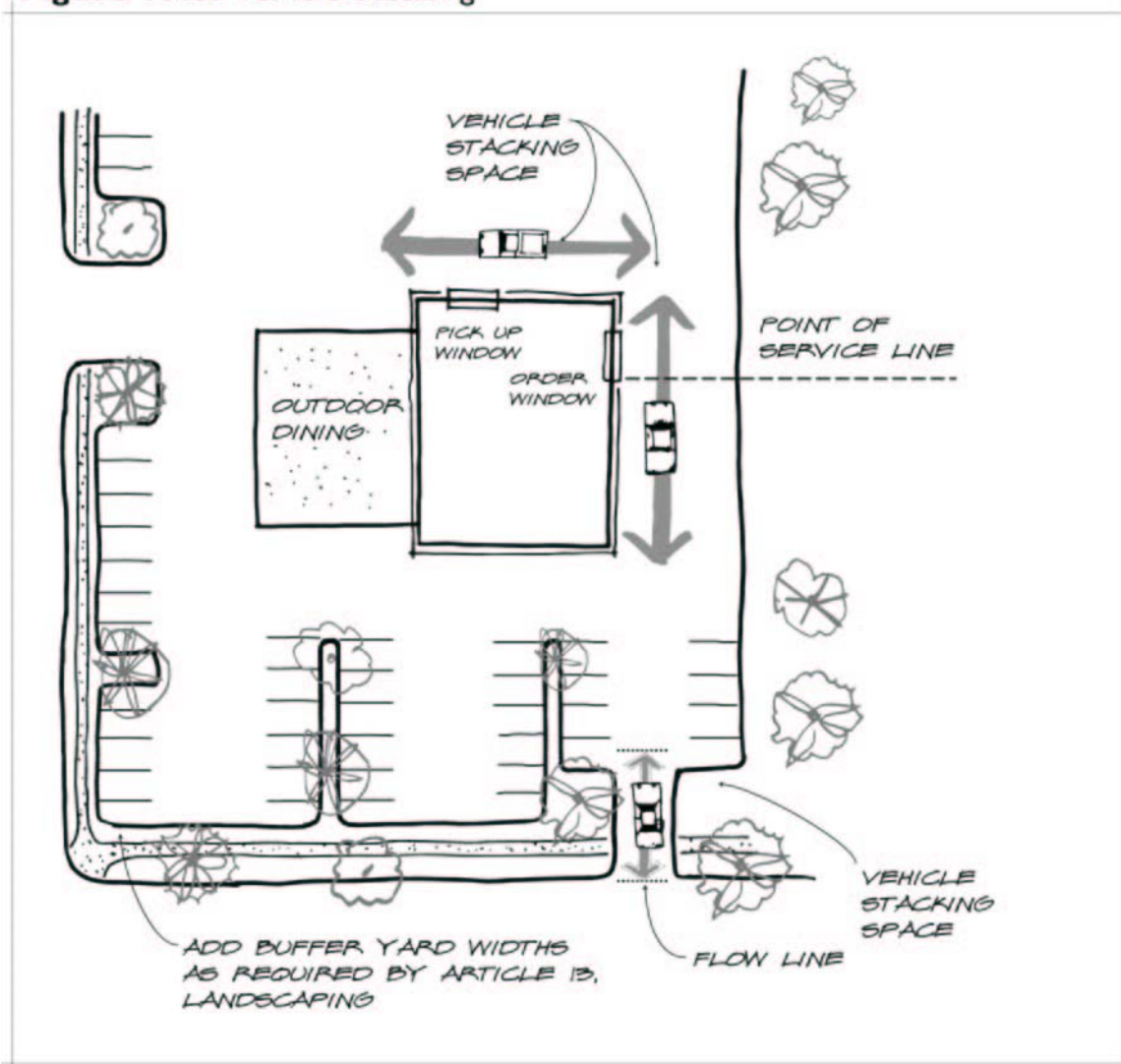


Figure 15.6: Parking Block Design

- (F) *Multi-Family Development.* The following standards apply to single-family attached and multi-family developments:
1. *Surface-to-structure parking ratio.* At least 35 percent of resident parking shall be in garages, and at least 50 percent of those garages shall be attached to a residential structure.
 2. *Convenient location.* All parking in multiple-family residential developments shall be distributed throughout the site to be convenient to dwelling units.
 3. *Guest parking.* To the extent feasible, guest parking shall be located in spaces in front of the units they are serving.
 4. *Landscaped islands.* Landscaped islands with a minimum width of nine

feet shall be provided between every pair of garage doors accessing attached garages.

(G) *Traffic control aids.*

1. *Marking of spaces.* Parking spaces shall be marked on the pavement. Any other directional markings or signs shall be installed as permitted or required by the city to ensure the approved use of space, direction of traffic flow, and general safety.
2. *Colors reserved.* The following colors are reserved for specific uses in parking areas:
 - a. Red: fire lanes.
 - b. Blue: accessible parking signage and pavement striping.
 - c. White: parking space pavement and aisle marking (one-way).
 - d. Yellow: aisle marking (two-way).
3. *Striping style.* Required off-street parking spaces shall be delineated by four-inch-wide single- or double-striped lines in the configurations shown in Fig. 15.8, "Stall Markings and Wheel Stop Locations."

(H) *Lighting.* Parking areas shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. To accomplish these purposes, lighting of parking areas shall meet or exceed the following standards as demonstrated in the parking plan:

1. *Shielding of lights in commercial parking areas.* Light sources shall be of a full cut-off luminaire type, and concealed or shielded to the maximum extent possible to minimize the potential for glare and unnecessary diffusion on adjacent property. Lighting fixtures for canopies or similar structures shall be recessed or flush-mounted and equipped with flat lenses. For any fixtures adjacent to a residential use or residentially zoned lot, the source of light shall be shielded from sight. This requirement for shielding applies to all light fixtures including security lighting. However, incandescent light sources of 100 watts or less or other light sources of 60 watts or less (gaseous discharge) do not have to be shielded provided they are located at least 150 feet from the property line of a residential district.
2. *Illuminance level.* Maintained average illuminance values in paved, commercial parking areas and multi-family developments shall be no less than two foot-candles. Where adjacent to residential uses, maintained average illuminance shall not exceed 0.5 (one-half) foot-candle at ten feet beyond the property line except where adjacent to walkways, driveways, public and private streets. Illuminance shall be measured using only the light produced on-site. The acceptable uniformity ratio for lighted areas shall be in conformance with recommended ranges adopted by the Illumination Engineering Society of North America (IESNA) for low, medium, and high activity areas.

Figure 15.7: Garage Landscaping

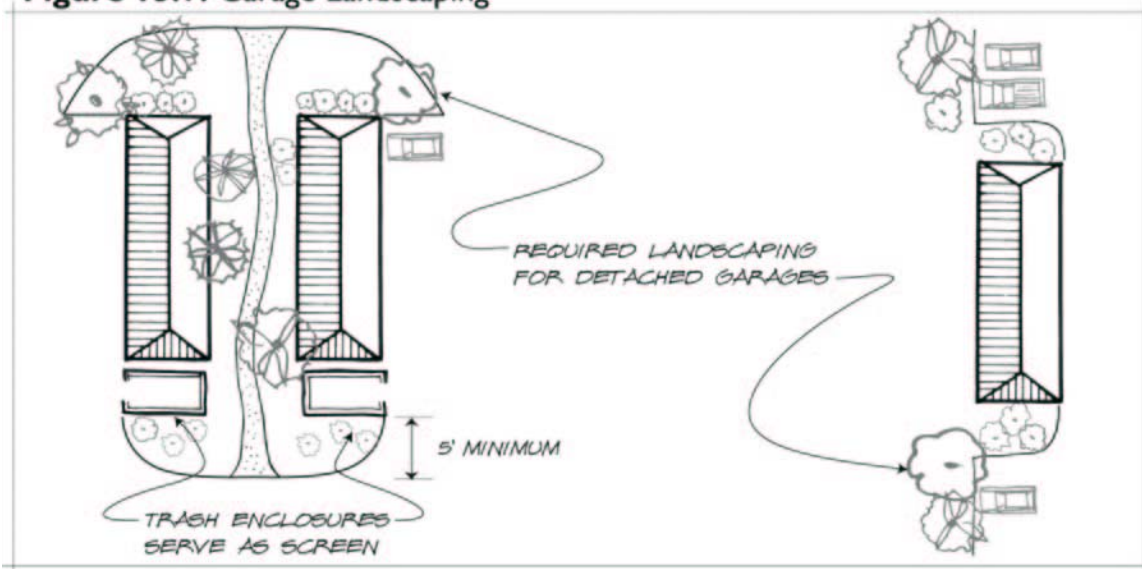


Figure 15.7: Garage Landscaping

Figure 15.8: Alternative Stall Markings and Wheel Stop Locations

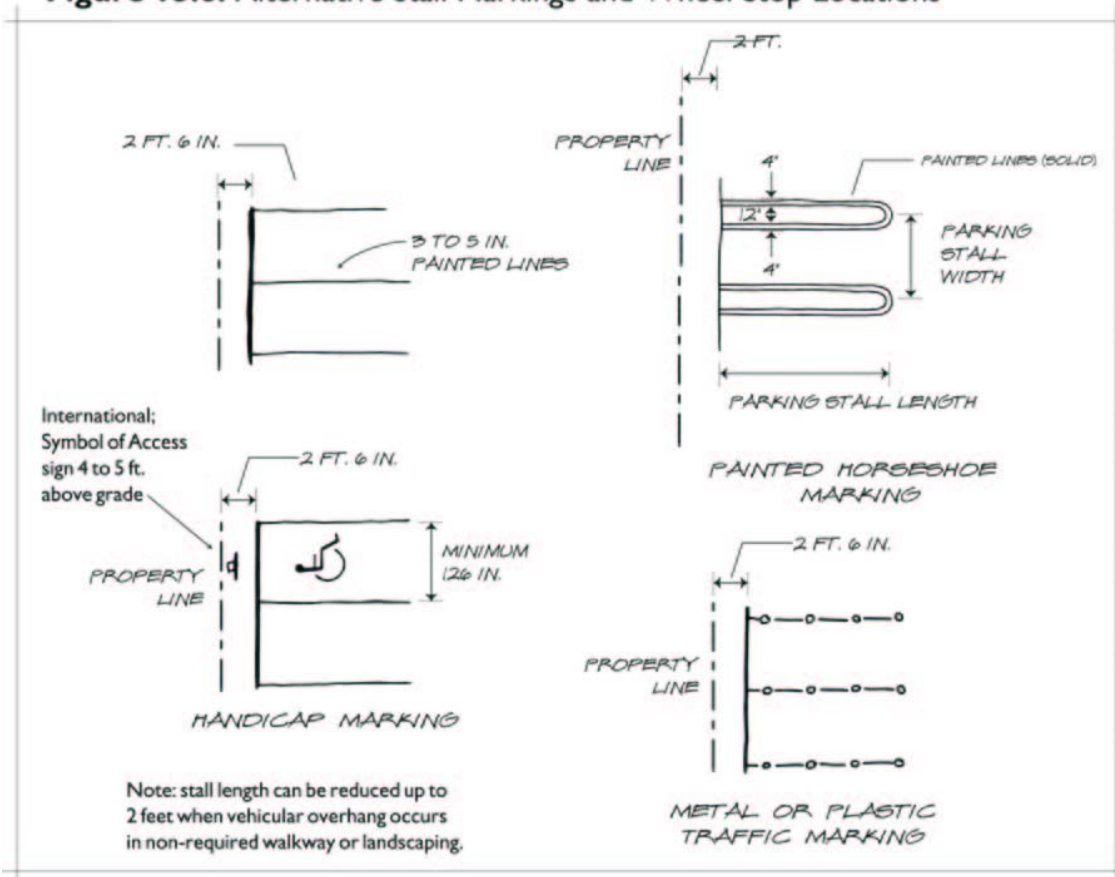


Figure 15.8: Alternative Stall Markings and Wheel Stop Locations

3. *Hours of lighting.* All parking luminaires, except those required for security, shall be extinguished within one hour after the end of business hours and remain extinguished until one hour before the commencement of business hours. However, for reasons of security, a maximum of 25 percent of the total luminaires used for parking lot illumination may remain in operation during such period. Parking area lighting during off-business hours need not conform to the otherwise applicable average-to-minimum uniformity ratio.
4. *Light color.* Light sources shall produce accurate color rendition and shall be compatible with adjacent light sources. Metal halide and high-pressure sodium light sources have high to fair color rendition and are permitted light sources.
5. *Pole location.* Poles shall be located outside of vehicular circulation areas and off-street parking spaces to the extent possible. In no case shall a pole encroach more than six inches into any required parking space. Location of poles shall not interfere with door opening or vehicular movement.
6. *Style and color.* Light poles and fixtures shall be consistent with the style and character of architecture proposed on the site.
7. *Height.* Light poles shall not exceed 30 feet in height. Pedestrian scale standards, of 12 to 16 feet in height, are recommended for use wherever reasonably practicable. In industrial zone districts, light poles located at least 750 feet from residentially zoned properties may be up to 40 feet in height.

Figure 15.9: Fully Cut-off Luminaire

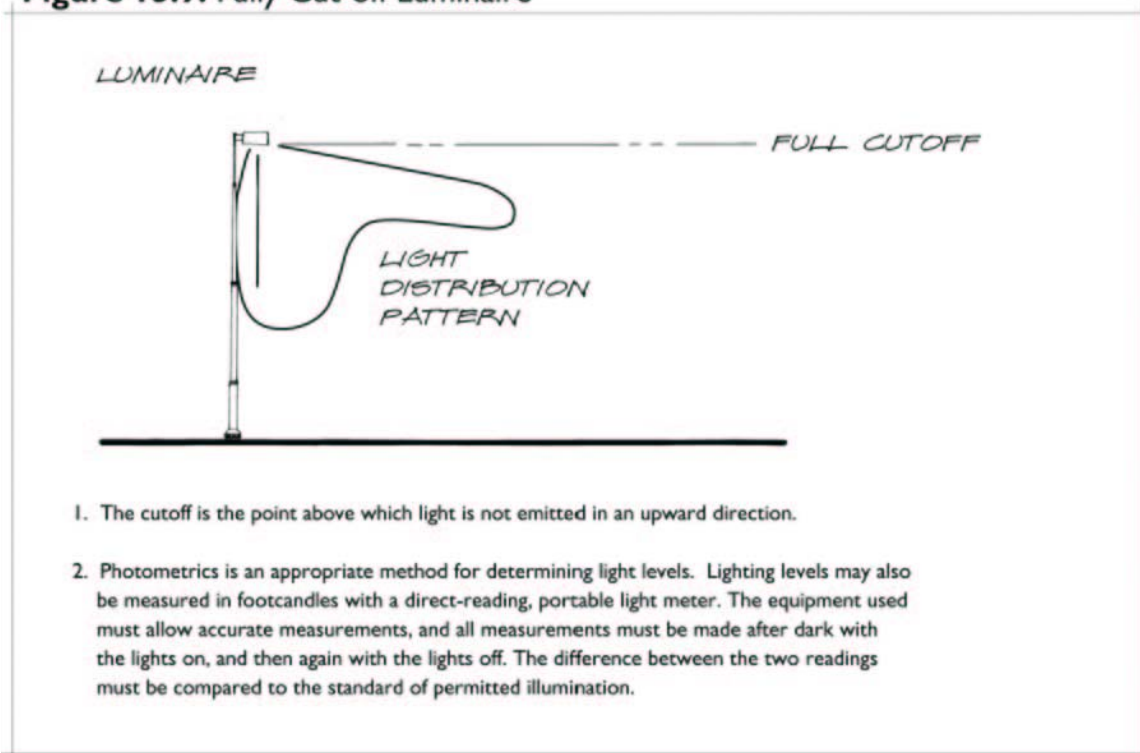


Figure 15.9: Fully Cut-Off Luminaire

(Ord. No. 2001-72, 12-3-2001; Errata of 2-7-2002, 6--11; Errata of 2-20-2002, 26; Errata of 9-11-2002, 108--111; Errata of 9-27-2002)

Sec. 146-1510. Location of Off-Site Parking.

- (A) *Location by Zone.* The entire area comprising required off-street parking areas shall be located in the respective zones as follows:
1. *Residential zones.* The off-street parking area shall be located within 300 feet of the property line, exclusive of street and alley widths, of the principal use for which the off-street parking is being provided, and shall be located in a parking zone district or in the same zone district as the principal use or in a district of greater density as determined by units per acre.
 2. *Business or industrial zones.* Off-street parking shall be located within 300 feet of the property line, as measured by a straight line between the two closest points under consideration, exclusive of street and alley widths, of the principal use for which the off-street parking is being provided, and shall be located only in business, parking, or industrial zone districts.
 3. *Parking districts.* Property to be used for parking that is not contiguous to the generating use must be zoned for a parking district.

- (B) *Multiple Zone Districts.* For lots that have more than one zoning designation, the required parking for the use(s) on the lot may be provided on any portion of the lot provided other dimensional standards are met.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-1511. Access to Parking from Streets and Alleys.

- (a) *Access.* The purpose of vehicular ingress and egress to arterials from off-street parking shall be to direct traffic to achieve the following goals: convenience, safety, and promotion of the free traffic flow on the streets, without excessive interruption. In addition to the use of flared or channelized intersections, access to parking areas from streets shall conform to the following:
1. *Minimum number of curb cuts.* Only the minimum number of curb cuts necessary to serve the subject parcel is permitted.
 2. *Access drive orientation.* Access drives shall be oriented substantially at right angles (90 degrees) to the street.
 3. *Side street access.* Access to parking lots along arterials shall be from the local side street wherever possible except between commercial parking areas bordered by residential property.
 4. *Access point location.* No entrance or exit is permitted to be located nearer than 50 feet to any intersecting street right-of-way line or nearer than 10 feet to any adjacent property line, except where it is possible to provide one access point that will serve both adjacent properties. If adherence to these requirements would leave a parcel of property without vehicular access, either or both of the setback requirements may be reduced by the Planning Director to permit a single vehicular access point if the Director finds that the intent of this section would be served.
 5. *Backout parking.* Public parking areas for business and industrial districts and multiple-family residential districts, not including single-family and two-family residences, which are nonconforming uses in these districts, shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.
 6. *Side-loaded garages.* On residential lots with side-loaded garages, a minimum back-out dimension of 25 feet is required.
- (B) *Higher Density Residential.* Access to front yard parking in any multiple-family residential district adjacent to any street shall be specifically designated by a driveway of not less than 20 feet or more than 30 feet in width. The number and location of access points on any one street front shall be as approved by the city traffic engineer.
- (C) *Alleyways.* Whenever access to the parking lot or loading areas in any multiple-family residential, business, or industrial district is by way of any alley, the subdivider shall improve such alley access by providing an improved surface thereon for the entire length of the block, up to a maximum of 600 feet. A material approved by the city engineer shall be used. Any such subdivider who first improves such alley, as provided for in this subsection, shall be entitled to a payback agreement for a period of five years and shall be reimbursed by

subsequent developers on a front-footage basis of his or her actual approved costs for such five-year period.

- (D) *Waivers.* Waivers to the access design provisions of this subsection may be made if the Planning Director determines that safe and reasonable access is provided.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-1512. Construction and Maintenance.

- (A) *Construction.* All parking areas shall be properly graded for drainage and shall be surfaced with concrete or asphaltic concrete, in conformance with specifications on file with the public works department. Each required parking space shall be paved to its full width. Parking areas, including signs and pavement marking, shall be maintained in good condition, free of vegetation, dust, trash, snow, ice, and debris. Driveways or parking surfaces in residential zone districts shall be properly graded for drainage free of chuckholes or ruts and shall be surfaced with concrete, asphalt, brick, or stone pavers.

- (B) *Surfacing Requirements.* In all zones, the following surfacing requirements apply:

1. *Surfacing.* Surfacing for driveways and parking areas shall extend the full width of the vehicle.
2. *Front yard restrictions.* All driveways or parking surfaces located in the front yard shall be of concrete, asphalt, or brick or stone pavers, and shall not comprise more than 40 percent of the total front yard area.
3. *Side yard restrictions.* All driveways or parking surfaces located in the side yard shall be of concrete, asphalt, or brick or stone pavers and shall not exceed a width of 10 feet.
4. *Rear yard restrictions.* All driveways or parking surfaces located in the rear yard shall be of concrete, asphalt, or brick or stone pavers, and shall not exceed 25 percent of the total rear yard area or 500 square feet, whichever is less.
5. *Driveways and parking surfaces constructed after December 1987.* All driveways and parking surfaces constructed after December 1987 shall be of concrete, asphalt, or brick or stone pavers.
6. *Driveways and parking surfaces paved since December 1987.* All driveways and parking surfaces that abut public unpaved streets, alleys, or rights-of-way that have been paved since December 1987 shall be paved within one year of the improvement to the public street.
7. Exceptions:
 - a. Driveways or parking surfaces abutting unpaved public rights-of-way in open, natural areas, and agricultural districts, are not required to be of concrete, asphalt, or brick or stone pavers.
 - b. Driveways or parking surfaces abutting unpaved streets in residential zones are not required to be of concrete, asphalt, or

brick or stone pavers. However, driveways or parking surfaces shall be of standards in conformity with those adopted by the Director of Public Works. Standards shall address construction, placement, material, drainage, and containment.

- c. The Director of Planning may grant a waiver from the front and sideyard surfacing restrictions of subsections (B)2 and (B)3 above for the side-loaded garages if the waiver furthers the spirit and intent of the Code, in particular, relative to landscaping and a higher level of architectural design.

(Ord. No. 2001-72, 12-3-2001)

Secs. 146-1513--146-1599. Reserved.