

## **CHAPTER 29.0526. Off-Street Parking Requirements <sup>1</sup>**

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### **29.0526.010. Purpose.**

The purpose of these off-street parking requirements is to reduce congestion and traffic hazards within Brigham City by incorporating adequate, attractively-designed off-street parking and loading facilities for various land uses. Parking areas shall be designed in such a manner that they will result in maximum efficiency, protection of public safety, provide for the special needs of the handicapped, and where appropriate, insulate surrounding land uses from adverse impacts created by such parking.

### **29.0526.020. General Provisions for Off-Street Parking and Loading.**

#### A. Applicability

1. New Development: The off-street parking standards of this chapter apply to any new development and to any new use established.

2. Expansions and Alterations: The off-street parking standards of this chapter apply when an existing structure or use is expanded or enlarged. Additional off-street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use. The Planning Commission may require increases in parking for non-complying parking areas when found necessary to ensure adequate off-street parking.

3. Change of Use: Off-street parking shall be required for any change of use or change of operation that would result in a requirement for more parking than the existing use. Additional parking shall be required only in proportion to the extent of the change, not for the entire building or use.

4. Areas for deliveries and loading shall be required as a part of the site plan review to ensure that loading and deliveries do not constrain fire access, street safety, or use public streets for deliveries.

#### B. Parking and Loading areas to be maintained.

All off-street parking and loading area within the City shall comply with all of the standards prescribed in this Chapter, and shall be permanently maintained in good condition for the duration of the use or uses served by the facility. All paved areas shall be maintained in good repair without broken parts, potholes or litter.

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<sup>1</sup> *Numbering changed with Ordinance No. 07-13, dated 7/19/07.*

**29.0526.030. Site, Access, and Lighting Plan Required.**

All applications for a building permit shall be accompanied by a detailed site, access and lighting plan showing the required off-street parking spaces and points of access. Parking lots with less than five spaces are not required to submit a lighting plan.

**29.0526.040. Off-Street Parking Schedules.**

A. Off-Street Parking Requirements.

The table below contains the minimum parking requirements for specific uses. The maximum percentage allowed for compact spaces is also given. Special requirements for each use are provided under the "Notes" column where appropriate. Parking requirements for uses within the Historical Downtown should refer to section 29.0526.040(D) of this chapter.

Use	Minimum Off-Street Parking Requirement	Max. % Compact Stalls Allowed	Notes
<b>Residential</b>			
Handicapped or Group Home Housing	A minimum of 2 parking spaces plus 1 parking space for every 4 handicapped persons.	None	The Planning Commission may vary off-street parking needs in relation to the number of staff/employees required and the special needs of the residents.
Single Family Dwelling Two Family Dwelling Multi Family Dwelling	2 spaces per unit	None	Parking one behind the other arrangements for all required parking is prohibited, except for visitor parking for multiple family dwellings. Minimum off-street parking shall not be located within the minimum required front yard setback.
Multiple Family Units: - Studio Units - One Bedroom Units - Two Bedroom Units - Three Bedroom Units	1.3 spaces per unit 1.5 spaces per unit 1.75 spaces per unit 2 spaces per unit	25%	If the Planning Commission finds that reducing the 2 parking spaces per unit ratio is not detrimental to the surrounding area and will enhance the proposed development, it may reduce the parking ratio to these minimums for multi-family units in developments with at least 40 units.
Home Occupation			The number of parking spaces for Home Occupations shall be determined as part of the Conditional Use Permit.
<b>Health Services</b>			
Churches, Auditoriums, Assembly Halls, Mortuaries and other places of public assembly	1 space for each 6.5 feet of linear pew or 3.5 seats in an auditorium provided, however, that where a church building is designed or intended to be used by 2 congregations at the same time, an additional 50% of the minimum spaces required shall be provided.		
Commercial Day Care, Preschool and Nursery Schools	1 space per 300 square feet of gross floor area.	25%	If drop-off facilities are contemplated, they shall be designed to provided a continuous flow of vehicles to safely load and unload children without stacking on public streets. When drop-off facilities are provided, a reduction to the number of spaces required may be reduced as per Section 29.0526.050
Hospitals	2 spaces per bed in the total facility.	25%	A traffic study may be required. Accessory units and clinics will be calculated as outlined in this Chapter.
Medical, Dental Offices and Clinics	1 space per 200 square feet of gross floor area.	25%	
Nursing Homes	1 space per 2.5 beds for nursing and convalescent homes.	None	

Use	Minimum Off-Street Parking Requirement	Max. % Compact Stalls Allowed	Notes
Veterinarians and Veterinary Hospitals	1 space per 200 square feet of gross floor area excluding kennel boarding area.	25%	
<b>Entertainment and Recreation</b>			
Amusement Center	1 space per 100 square feet of floor space.	25%	
Bowling Alleys and Billiard Halls	5 parking spaces per alley and 2 spaces per billiard table.	25%	Ancillary uses such as restaurants shall comply with the specific requirements outlined in this Chapter.
Commercial Riding Stables	1 space per 5 horses boarded on site.	None	
Golf Courses Miniature Golf Courses Driving Ranges	6 spaces per hole 3 spaces per hole 1 space per hole	25%	Ancillary uses such as commercial pro shops and restaurants shall provide sufficient parking as required in this Chapter.
Health Spas and Sports Complexes	1 space per 200 square feet of gross floor area.	25%	Ancillary uses such as restaurants to provide parking as required by this Chapter.
Movie Theaters	1 space per 4 seats	25%	
Tennis, Handball and Racquetball facilities	3 spaces per court.	25%	Ancillary uses to provide sufficient additional parking as required by this Chapter.
<b>Commercial</b>			
Auto Repair, Service and Auto Parts Sales	3 spaces for each service bay plus 1 space for every 300 square feet of retail sales area.	25%	If towing service is provided, sufficient area shall be located on-site for temporary storage of vehicles and the tow truck.
Auto Sales	1 customer parking space per 400 square feet of gross floor area in the automobile sales area or 5 parking spaces, whichever requirement is greater.	25%	
Hotels and Motels	1 space per room where no cooking facilities are provided. Living units with cooking facilities shall provide 1.25 parking spaces per unit.	25%	Ancillary uses such as restaurants or retail shops shall provide additional parking as identified for the specific use as required by this Chapter.
Lumber Yards and Plant Nurseries	1 space per 300 square feet of indoor floor sales area.	25%	

Use	Minimum Off-Street Parking Requirement	Max. % Compact Stalls Allowed	Notes
Professional Offices and Banks	1 space per 250 square feet of gross floor area for the first 20,000 square feet plus 1 space per 300 square feet of gross floor area in excess of 20,000 square feet.	25%	Drive up windows shall provide sufficient stacking room and sufficient area for 3 spaces from teller window.
Restaurants and Fast Food Establishments	1 space per 100 square feet of gross floor area or 1 space for each 4 seats whichever is greater plus .5 space for each employee on the highest employment shift with a minimum of 5 spaces for employee parking.	25%	Drive up windows shall provide sufficient stacking room and sufficient area for 4 spaces from place of order and 4 spaces from pick up window.
Retail - Intensive General Merchandising including shopping centers	1 space per 250 square feet of gross floor area for the first 20,000 square feet plus 1 space per 300 square feet of gross floor area in excess of 20,000 square feet.	25%	
Retail - Less Intensive: Furniture, Carpet	1 space per 400 feet of gross floor area.	25%	
Sports Stadiums and Arenas, Auditoriums (including school auditoriums), other places of public assembly and Clubs and Lodges having no sleeping facilities	1 space per 4 seats and 1.3 spaces for each 100 square feet of gross floor area used for assembly and not containing fixed seats.	25%	
Swimming Pools (Commercial and Public)	1 space per each 10 persons based on capacity load.	25%	
<b>Industrial</b>			
Manufacturing	1 space per 500 square feet of gross floor area devoted to manufacturing plus required parking for business vehicles.	30%	Ancillary uses such as offices are to provide parking as required by this Chapter.
Open Storage Uses in an approved industrial area	1 space per 5,000 square feet of open area being utilized for storage exclusive of access, landscaping, etc.		

Use	Minimum Off-Street Parking Requirement	Max. % Compact Stalls Allowed	Notes
Research and Development	1 space per 350 square feet of gross floor area plus the required parking for business vehicles.	30%	
Truck Transfer Companies	1 space for each 2 employees plus parking for each truck associated with the business.		
Warehousing	1 space per 1,000 square feet of gross floor area for the first 20,000 square feet devoted to warehouse plus the required parking for square footage devoted to other uses. 1 space per 2,000 square feet for the second 20,000 square feet. 1 space per 2,500 square feet of floor area in excess of 40,000 square feet.		No conversions of any portion of a warehouse use to any other use shall be permitted unless the parking requirements for such other uses are met.
<b>Other</b>			
Public Buildings and Use	1 space per 250 square feet of office space, and 1 space for 3.5 seating for meeting space		All public open space area may be excluded from determining the parking requirement if these areas are not used for any other use.
Parking Spaces for uses not specified			The number of parking spaces for uses not specified herein shall be determined by the Zoning Administrator being guided, where appropriate, by the requirements set forth herein for uses which are similar to the use not specified. Appeals to the decision of the Zoning Administrator are made to the Board of Adjustment as designated in Chapter 29.02 of this Title.

B. Rules for Computing Requirements: The following rules apply when computing off-street parking and loading requirements:

1. Multiple Uses: Parking for multiple use sharing the parking shall comply with the requirements of 29.0526.080 for shared parking.

2. Fractions: If, in the application of the requirements of this chapter, a fractional number is obtained, any fraction will be disregarded.

3. Area Measurements: Unless otherwise specifically noted, all square footage-based parking and loading standards are to be computed on the basis of gross floor area.

4. Occupancy-Based Standards: For the purpose of computing parking based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces

5. Unlisted Uses: Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Zoning Administrator shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or require a parking study in accordance with this chapter

C. Off-Street Parking For Land Uses with Unique Parking Requirements: Off-street parking for land uses with unique parking requirements and uses which have widely varying parking demand characteristics, make it impossible to specify a single off-street parking standard. Uses found by the Zoning Administrator to have unique parking requirements shall comply with the provisions of this subsection.

1. A developer proposing to develop or expand a land use with unique parking requirements shall submit a parking study that provides justification for the number of off-street parking spaces proposed.

2. The Zoning Administrator and City Engineer shall review this study and any other traffic engineering and planning data relevant to the establishment of an appropriate off-street parking standard for the proposed use.

3. A parking study shall include estimates of parking based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Public Works Department, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, location, or parameters of the use that may be estimated to parking requirements.

4. The study shall document the source of data used, and methods used to develop their recommendations. After reviewing the parking study, the Zoning Administrator and City Engineer shall establish a minimum off-street parking standard for the proposed use.

5. Appeals of the administrative decision may be made to the Board of Adjustment in accordance with the procedures of Chapter 29.02 of this Title.

D. Parking Requirement within the Historical Brigham City Downtown

1. The boundary of the Historical Brigham City Downtown shall be defined as those properties that front on or within the boundary of 100 North to 200 South and 100 East to 100 West.

2. The protection of the buildings and the historical environment within the historical downtown should be overall objective when considering parking within this area.

3. Because of the nature of the building and uses within the historical downtown area all parking requirements will be reviewed evaluated by the Planning Commission on a case by case basis.

4. A parking study may be required to evaluate and determine the needed parking.

#### **29.0526.050. Reduction of Parking Requirement.**

The number of parking spaces required by these schedules may be reduced as a condition of the development review by the Planning Commission for conditional use applications or as approved by the Zoning Administrator or designee for permitted uses if it can be demonstrated through a parking study, prepared by a traffic engineer, that the proposed use(s) would have a parking demand less than the requirements stated in this Chapter. This parking study must be validated through empirical evidence, which is acceptable to the Zoning Administrator or designee, from similar uses. Appeals of the decision of the Planning Commission and Zoning Administrator are made to the Board of Adjustment as outlined in Section 29.02 of this Title.

#### **29.0526.060. Maximum Number of Parking Spaces.**

In order to minimize the number of unused parking spaces, the number of parking spaces specified in this Chapter shall not be exceeded by an amount of more than twenty-five percent of the required off-street parking.

#### **29.0526.070. Design Standards for Off-Street Parking and Loading Spaces.**

Except for single-family and two-family dwellings, access to required off-street parking spaces shall be from a private driveway and not from a public street and shall not be designed to require vehicles to back onto a street.

#### **29.0526.080. Shared Parking.**

A. When any land or building is under the same ownership or under a joint use agreement and is used for two or more purposes, the number of parking spaces is computed by multiplying the minimum amount of parking normally required for each land use by the appropriate percentage as shown in the following parking credit schedule for each of the five time periods shown. The number of parking spaces

required is determined by totaling the resulting numbers in each column; the column total that generates the highest number of parking spaces then becomes the parking requirement.

Use	Weekday		Weekend		Nighttime
	Daytime (6 AM - 6 PM)	Evening (6 PM - Midnight)	Daytime (6 AM - 6 PM)	Evening (6 PM - Midnight)	(Midnight - 6 AM)
Office/Industrial	100%	10%	10%	5%	5%
General Retail	80%	90%	100%	70%	5%
Hotel, Motel, Inn	75%	100%	75%	100%	100%
Restaurant	65%	100%	80%	100%	50%
Theater/ Entertainment	40%	100%	80%	100%	10%
Meeting Center	50%	100%	100%	100%	10%
Multi-Family Residential	50%	90%	90%	90%	100%
All Other Uses	100%	100%	100%	100%	100%

B. Neighboring property owners may share parking spaces if:

1. a permanent cross-access easement or other recorded agreement is established;
2. access between the properties can be gained without utilizing a public or private street; and

C. The combined parking required for all properties can be met as outlined in 29.0526.040 or in 29.0526.080(A) when involving two or more uses.

**29.0526.090. Off-Site Parking.**

Required parking may be located off-site, if approved as an alternative parking plan and in compliance with all of the following standards:

A. Ineligible Activities: Off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), restaurants, convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located off-site.

B. Location: Off-site parking may be located within a 300-foot radius from the use served. Off-site parking spaces may not be separated from the use served by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway or other traffic control or safety device is provided.

C. Agreement for Off-Site Parking: Off-site parking requires a written agreement that shall run with the land and which shall be recorded. A signed, notarized copy of the agreement between the owners of record shall be submitted to the Zoning Administrator for review and approval. Recordation of the agreement shall take place prior to the issuance of a building permit for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if required off-street parking spaces are provided in conformance with the provisions of this chapter.

**29.0526.100. Parking and Parking Lot Access.**

Entrances and exits for parking facilities shall be designed to reduce traffic congestion on public streets and minimize conflicts with neighboring uses. The principles of access management should be used to evaluate and determine adequacy of the ingress and egress to the parking facilities. The following standard shall be provided as follows:

A. Access drives for single family or two-family dwellings:

1. Approach width for single family or two-family dwellings shall be a minimum of ten (10) feet wide and a maximum of thirty six (36) feet wide when measured at the property line. The combined width of all approaches serving a lot shall not exceed fifty (50) percent of the lot frontage.



2. For each single family or two-family dwellings, not more than two (2) approaches shall be allowed, except corner and double frontage lots, which shall be allowed three (3) approaches. Separation between approaches shall have minimum separation of twelve (12) feet measured at the property line.

3. Approaches shall not be allowed on corner lots within the no-view obstructing or sight obscuring triangle occurring at the intersection of the two (2) street lot lines as defined within the ordinance.

4. Approaches shall not be located closer than five (5) feet to side or rear property line. This shall be measured at the property line.

B. Standards for the width, radius, location and number of curb cuts for all uses except single family or two-family dwellings are outlined in the table below:

Future Right-of-Way Width	Max Curb Cut Width	Minimum Access Radius	Separation from Corners*	Separation from Side/Rear Property Lines**	Number of Curb Cuts Allowed
<66'	36'	5'	100'	20'	1 per 150' of road frontage
66'-79'	40'	5'	120'	20'	1 per 200' of road frontage
80' and up	50'	5'	140'	20	1 per 350' of road frontage
* Measurement made from the point of intersecting curb lines to near edge of driveway.					
** Except to separation requirement if a shared access is proposed under Section 29.0526.100(D).					
These standards do not apply to State roads.					

C. The City Engineer or designee may modify the standards in the table in Section 29.0526.100(B) above if sufficient proof is provided through a traffic study that the modification will be necessary for traffic movement. The maximum driveway width shall be 50 feet.

D. Shared Access: To reduce and limit the number of points of access along Brigham City streets. Shared access between adjoining parcels is strongly encouraged. The Planning Commission may require a shared access as a condition of project approval. When a shared access is used the adjacent property owners shall:

1. Record a cross easement for the approach, signed by both adjacent property owners and the City, allowing both adjacent property owner's equal and unrestricted access to the approach;

2. The shared access shall be adequately separated to allow individual maintenance and repair.

E. Delay Agreements: The Public Works Director may enter into a recorded agreement with a property owner to defer the construction of improvements to a future date. The improvements shall be constructed within five years of the date of the agreement. In cases where the City will be undertaking similar improvements to the same street, and such improvements have been scheduled, a longer period than five years may be approved by the Public Works Director. Improvement security may be required as a part of the delay agreement.

F. Essential Service facilities: shall not be subject to the requirements of Section 29.0526.100. The Planning Commission shall determine the appropriate arrangement of approaches for essential service facilities during the design review or conditional use review process.

**29.05260.110. Stacking Lanes, Number of Vehicles.**

A. Adequate stacking or waiting lanes for those uses requiring such stacking areas shall be designed so that no obstruction shall occur at the public right-of-way. The table on the following page shows the requirement for stacking based on the type of activity.

Activity Type	Minimum Stake	Measured From
Bank teller lane	3 per lane	Teller or Window
Automated teller machine	3 per machine	Teller
Restaurant drive-through	8	Order Box*
Carwash stall, automatic	6	Entrance
Carwash stall, self-service	1	Entrance
Other	Determined by City Engineer based on Traffic Study	
Convenience store drive-through	Prohibited	
Gasoline pump island	30 feet from each end of pump island	
* Stacking for at least 4 vehicles shall be provided between the order box and pick-up window.		

B. Standards for Design and Layout Apply To All Drive Through Facilities.

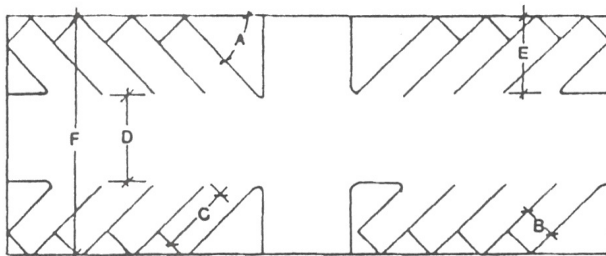
Required stacking spaces are subject to the following design and layout standards:

1. Stacking space shall be a minimum of 8 feet by 16 feet in size,
2. Stacking spaces shall not impede on-site or off-site traffic movements or movements into or out of off -street parking spaces,

Stacking spaces shall be separated from other internal driveways with raised medians, as deemed necessary by the City Engineer for traffic movement and safety.

**29.05260.120. Parking Lot Layout.**

Parking lots shall be designed to provide for internal circulation so that each parking space is accessible to all other parking spaces without using a public street. All properties shall provide attractive, direct and safe pedestrian access to parking. The layout of the parking areas shall relate to building entrances. The graphic and tables below shall be used to provide the minimum design standards for parking layout



**Parking Lot Requirements**

- A = Parking Angle
- B = Stall Width
- C = Stall Length
- D = Aisle Width
- E = Stall To Curb
- F = Curb To Curb

Standard Vehicle Width-9' Depth-18'						Compact Vehicle Width-9' Depth-16'					
A	B	C	D	E	F	A	B	C	D	E	F
0°	10'	22'	12 <sup>*</sup>	10'	32'	0°	10'	20'	12 <sup>*</sup>	10'	32'
30°	9'	18'	15 <sup>*</sup>	18'	51'	30°	9'	16'	15 <sup>*</sup>	15'	45'
45°	9'	18'	15 <sup>*</sup>	21'	57'	45°	9'	16'	15 <sup>*</sup>	17'	49'
60°	9'	18'	20 <sup>*</sup>	22'	64'	60°	9'	16'	20 <sup>*</sup>	18'	56'
90°	9'	18'	24'	18'	60'	90°	9'	16'	24'	16'	56'

\* One way traffic only

**29.0526.130. Compact Car Design.**

Each compact space approved herein shall be designated as a compact space with either signage placed at both ends of a row of compact spaces with one additional sign for each five spaces over the initial five spaces or painted letters on pavement of at least 12 inches high and seven inches wide stating "Compact" for each space. All compact parking spaces shall be approved by the City and shall be located throughout the required parking lot areas in groups as to allow appropriate design transition.

**29.0526.140. Handicapped Parking.**

Off-street parking for persons with disabilities shall be provided in accordance with the Americans with Disabilities Act (ADA) and the Uniform Federal Accessibility Standards. Handicapped parking spaces shall be provided in off-street parking lots and shall count towards fulfilling the minimum automobile required parking. The number, location, and identification of handicapped parking spaces required shall be determined by the most current building code adopted by the City.

**29.0526.150. Landscaping and Screening.**

A. Parking lots with five (5) or more spaces must have a minimum ten (10) foot wide landscaped strip adjacent to any road right-of-way. Exterior perimeters of the parking lot shall have a minimum five (5) foot wide landscaping strip.

B. Parking lots within a Commercial or Manufacturing Zone with more than twenty (20) spaces shall have a minimum five (5) percent interior landscaping.

C. All landscaped areas shall consist of live plant materials and be serviced by a permanent underground sprinkler system.

D. Parking lots of five (5) or more spaces shall provide a solid screening fence six (6) feet in height when parking lots are adjacent to a existing or proposed residential use. This solid barrier shall be maintained in good condition with no advertising thereon.

E. No off-street parking shall be allowed in required landscaped areas.

**29.0526.160. Lighting.**

A. Lighting used to illuminate any off-street parking spaces, vehicle maneuvering areas, or loading/unloading areas must conform to the following standards:

1. Illumination of driveway access to streets shall at least match any local public lighting.
2. Light poles shall be set on pillars or placed in landscaped areas to minimize direct contact with vehicles.
3. To reduce light pollution, lighting systems must obscure the lamp image to direct light where needed.
4. Luminaire mounting height must reasonably match the scale of the surrounding buildings.
5. Noise created by electromagnetic ballasts shall be kept to a minimum and must not be noticeable above ambient background levels.
6. Illuminance levels shall conform to the standards outlined in the table below.

Land Use	Minimum Horizontal Footcandles	Minimum Vertical Footcandles
Commercial	0.5	0.25
Residential, Institutional and Industrial	0.2	0.1

7. Lighting shall be arranged or directed as to reflect the light away from adjacent properties and to prevent glare for street traffic. The intensity of light at adjoining residential properties shall not exceed 0.1 footcandles.

B. Lighting plans submitted for review must include:

1. The location and height of all light poles;
2. Predicted illumination levels, which are based on maintained illumination levels just prior to lamp replacement and luminaire cleaning, within, at and beyond property lines.

C. Designers of lighting plans must consider:

1. Shadow effects of trees, signs, buildings, screen walls or other fixed objects.
2. Illumination of the entire off-street parking area sufficiently to allow pedestrians and motorists to see potential danger in their peripheral vision, to promote pedestrian and vehicle safety and to prevent assault, theft and vandalism.

**29.0526.170. Surfacing.**

A. All required off-street parking spaces and maneuvering areas shall be paved and permanently maintained with hard-surfacing. Hard-surfacing materials shall include concrete, asphalt, brick pavers, and stone.

B. The Planning Commission may allow for exceptions to the requirements of 29.0526.170(A) with the following conditions:

1. The proposed use is within the M-D or M-G zones.
2. The required off-street parking is less than 5 parking stalls.
3. The applicant provides an alternative parking surface that is dustless and will not track onto the public right-of-way.

C. All required off-street parking must not occur in an area that meets the requirements of Subsections A or B of Section 29.0526.170.

**29.0526.180. Grading.**

Parking lots shall be properly graded to allow for drainage of surface water in an approved manner as to keep the parking area free of water and ice. Drainage plans are to be approved by the City Engineer and Public Works Department prior to issuance of a building permit.

**29.0526.190. Use of Required Parking Spaces.**

A. Use of Parking Areas: Required off-street parking areas shall be used solely for the parking of licensed, motor vehicles in operating condition. Required spaces may not be used for the storage of vehicles, boats, motor homes, campers, mobile homes, or building materials.

B. Use of Parking Areas for Temporary Events and Sales:

1. A portion of a parking lot that allows at least seventy-five percent of the remaining legal parking spaces to be used for parking in conformance with the standards of this chapter may be set aside for purposes of a temporary event, such as a "tent sale," "sidewalk/parking lot sale," or other permitted activity. These events may not exceed seven consecutive days in length and may not occur more than once each calendar quarter.

2. The property owner and operator of the licensed business at the location are jointly responsible for ensuring that events blocking parking do not result in unsafe traffic or circulation conditions and ensures that there is adequate fire and emergency vehicle access. The Police Chief, Fire Chief or their designee may order the event cancelled and removed without hearing or notice if found that the arrangement of the temporary event or sale interferes with safe flow of traffic or emergency vehicle access to a site.

3. The property owner, business licensed at the site, and entity responsible for the event are jointly responsible for ensuring there is adequate parking at the event site. The use of public right-of-way for event parking is prohibited. Parking arrangements may be made for use of adjoining or nearby parking areas within a 300 foot

radius, but a copy of the agreements shall be in writing and filed with the Zoning Administrator at least 5 working days prior to the event.

C. Long-Term Vendors Located in Parking Lots:

1. Temporary long-term use of a parking lot for a vendor (example and not limited to: Christmas trees, fireworks, snow cone sales, ice cream sales, seasonal food sales) that will be located in the parking lot for more than seven consecutive days may be permitted by the Zoning Administrator provided that a copy of a written agreement for use of the parking area is submitted to the City prior to the establishment of the use.

2. A site plan showing the location of the facility and an indication of the total number of existing spaces in the parking lot and parking to be removed by the vendor shall be submitted to the Zoning Administrator.

3. Depending on the design of the parking area and location of the long-term vendor, the Zoning Administrator may require parking spaces in the area of the vendor to be re-stripped for purposes of providing parking or accommodating safe traffic flows.

4. In no case shall a long-term vendor be permitted to remove more than five percent of the subject property's parking spaces from general usage.

D. Temporary Vendors on Undeveloped Sites: The use of undeveloped sites for parking or sales by temporary vendors shall be prohibited. Temporary vendors may utilize undeveloped portions of appropriately zoned properties provided that the property owner creates an approved right-of-way access, a paved surface for the area, parking needed by the vendor, and landscaping. The Zoning Administrator may approve the design and landscaping for temporary vending.

E. Shopping Cart Corrals: Cart corrals or similar facilities shall not be permitted to replace required parking. New development shall identify cart corral or collection areas on the site plan.

F. Garbage Dumpster: Garbage dumpsters shall not be permitted to replace required parking. The location of garbage dumpsters shall be sited so as not to interfere with any required off-street parking for a use. New development shall identify the location and access to dumpster area on the site plan.

**29.0526.200. Storage.**

All areas designated for off-street parking, maneuvering, loading or site landscaping shall not be used for outdoor storage of materials.

**29.0526.210. Off-Street Loading Space Design Standards.**

Where necessary, there shall be provided and maintained adequate space for loading and unloading services:

A. All loading areas or docks shall be located so that no vehicle shall be parked, or require maneuvering room within a public street.

B. Each loading facility shall not be less than 45 feet in length and 12 feet in width and shall have an overhead clearance of not less than 14 feet.

C. Sufficient room for turning and maneuvering vehicles shall be provided on the site.

D. Off-street loading facilities for one use shall not be considered as providing required off-street loading or parking facilities for any other use.

E. All truck loading spaces shall be separated from adjoining residential districts by a masonry wall not less than 6 feet in height.