

914.09. - Parking Area Location and Design.

The location, design and improvement standards of this section shall apply to all off-street parking areas containing five (5) or more parking spaces, except that 914.09.J shall apply to the location of parking access for Single-Unit Attached Residential Uses.

914.09.A General Design Principles

914.09.A.1 Location

Off-street parking areas shall be located so as to minimize their adverse impact on the visual environment. To the maximum extent possible, off-street parking areas shall not be visible from a public street, and in no case shall a surface parking lot in NDI, LNC or UNC zoning district be located within ten (10) feet of the street right-of-way.

914.09.A.2 Layout

There shall be safe, adequate, and convenient arrangement of pedestrian pathways, bikeways, roads, driveways, and offstreet parking and loading spaces within off-street parking areas. Streets, pedestrian walks, parking areas, and open space shall be designed as integral parts of an overall site design which shall be properly related to existing and proposed buildings, adjacent uses and landscaped areas.

914.09.A.3 Appearance

The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be of good appearance, easily maintained and indicative of their function.

914.09.A.4 Maintenance

Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance.

914.09.B Surfacing

Areas used for off-street parking, circulation or vehicle display shall be surfaced with asphalt, concrete, masonry, hard packed slag, or other solid paving materials with sufficient strength to support the vehicle loads imposed, provided that the Zoning Administrator shall be authorized to approve parking areas that are not hard-surfaced when four (4) or fewer parking spaces are involved. All off-street parking and other vehicle circulation areas shall be continuously maintained and designed to preclude free flow of stormwater onto adjacent lots, properties, or public streets or ways.

914.09.C Wheel Stops

Wheel stops or curbing shall be installed to protect walls, poles, structures, pedestrian walkways or landscaped areas. Wheel stops should be placed within two (2) to three (3) feet from the end of parking spaces.

914.09.D Landscaping and Screening

Off-street parking, loading and vehicle display areas shall be landscaped and screened from view in accordance with the Landscaping and Screening Standards of Chapter 918.

914.09.E Lighting

Lighting shall be arranged and designed so that no source of light is directed toward any lots used or zoned for residential use. Lighting shall be designed to shield public streets and all other adjacent lands from distracting glare, or hazardous interference of any kind. Vehicular use areas shall not be lighted at any time other than the hours of operation of the use that the parking is intended to serve, except for necessary security lighting.

914.09.F Parking Area Access

Access to parking garages and parking areas containing more than five (5) spaces shall be designed to ensure that entering and exiting vehicles do not disrupt vehicle and pedestrian circulation patterns. At a minimum, all garage doors, ticket machines or entrance gates shall be located so as to allow a minimum of twenty (20) feet clearance from sidewalks and street rights-of-way. Driveways serving such parking areas shall be located at least sixty (60) feet from intersecting street rights-of-way, and joint access to abutting parcels shall be provided wherever practical.

914.09.G Parking Structure Design

914.09.G.1 Screening of Vehicles

Parked vehicles shall be screened from view of adjacent streets and residential zoning districts to the maximum extent feasible.

914.09.G.2 Ground-Floor Uses

(a) For parking structures greater than one hundred fifty (150) feet in length that are adjacent to store-front commercial uses, active uses shall be located along a minimum of fifty (50) percent of the length of the street-side, street-level perimeter. For the purposes of this Section, active uses shall include commercial, residential, and accessory uses and activities that typically have user-occupied areas that are expressed through building fenestration and articulation.

(b) Within the RIV District, any ground-level structured parking that has primary frontage along the riverfront or along a street or publicly accessible pedestrian easement shall be screened architecturally or be screened according to the provisions of Section 918.03.B.

914.09.G.3 Building Lines

Parking structures shall present a horizontal rather than sloped building line on visible facades.

914.09.G.4 Parking for Persons with Disabilities, Ground Floor Vehicle Entrances

Parking structures containing more than one (1) floor shall provide a minimum of nine (9) feet six (6) inches of vertical clearance on the ground floor between all spaces and vehicle access routes to site entrance(s) and exit(s). Signage and other objects may not project into this clearance. Van accessible reserved spaces may be placed on this level in accordance with the requirements of Section 914.06.

914.09.H Parking Stall Dimensional Standards

The following minimum dimensional standards shall apply to all off-street parking areas.

914.09.H.1 Standard-Size Parking Stalls

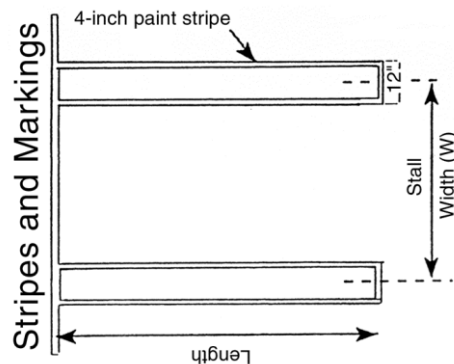
A minimum of sixty (60) percent of required off-street parking spaces shall be standard-size spaces, designed in accordance the following minimum dimensional standards. All dimensions are measured in feet.

A = angle of parking	90°	80°	75°	70°	65°	60°	55°	50°	45°
W = width of stall parallel to aisle	8.50	8.63	8.80	9.05	9.38	9.81	10.38	11.10	12.02
W ¹ = width of stall perpendicular to stall	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50
Y = stall length offset	0.00	1.50	2.28	3.09	3.96	4.91	5.95	7.13	8.50
X = stall line length	19.00	20.50	21.28	22.09	22.96	23.91	24.95	26.13	27.50
L = stall depth perpendicular to wall	19.00	20.19	20.55	20.76	20.81	20.70	20.44	20.02	19.45
L ¹ = stall length	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00
AW = aisle width	24.00	21.00	19.75	18.50	17.25	16.00	14.75	13.50	12.25
IL = stall depth	19.00	19.45	19.45	19.31	19.02	18.58	18.00	17.29	16.44
BW = module, wall to wall	62.00	61.37	30.86	60.02	58.87	57.41	55.63	53.54	51.15
BWI = module, wall to interlock	62.00	60.64	59.76	58.57	57.08	55.28	53.19	50.81	48.14
BI = module, interlocking	62.00	59.90	58.66	57.12	55.28	53.16	50.75	48.07	45.13
BIC = module, interlock to curb face	59.50	58.14	57.26	56.07	54.78	52.98	50.89	48.81	46.14
I = bumper overhang	2.50	2.50	2.50	2.50	2.00	2.00	2.00	2.00	2.00
J = offset	0.00	0.26	0.59	1.06	1.68	2.45	3.41	4.58	6.01

AW = aisle width	20.00	17.50	16.64	15.78	14.92	14.06	13.20	12.34	11.48
IL = stall depth	16.50	16.92	16.94	16.83	16.59	16.23	15.74	15.13	14.41
BW = module, wall to wall	53.00	52.69	52.53	52.09	51.38	50.39	49.12	47.58	45.77
BWI = module, wall to interlock	53.00	52.02	51.52	50.77	49.74	48.45	46.90	45.09	43.03
BI = module, interlocking	53.00	51.34	50.52	49.44	48.10	46.51	44.68	42.60	40.29
BIC = module, interlock to curb face	50.50	49.52	49.02	48.27	47.44	46.15	44.60	43.09	41.03
I = bumper overhang	2.50	2.50	2.50	2.50	2.30	2.30	2.30	2.00	2.00
J = offset	0.00	0.24	0.54	0.96	1.53	2.24	3.11	4.18	5.48
K = setback	0.00	2.87	4.27	5.64	6.97	8.25	9.46	10.61	11.67
B = cross aisle, one-way	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
B1 = cross aisle, two-way	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00

914.09.1 Stripes and Markings

Parking stalls shall be delineated by double-striping, in accordance with the following general design guidelines and rules established and made available to the public by the Transportation Planner.



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Stripes and Markings

914.09.J Parking Access for Single-Unit Attached Residential Uses

914.09.J.1. Single-Unit Attached Residential Uses curb cut standards

(a) Garages and parking spaces must be accessed from the rear yard if rear yard access is available. Corner lots, with or without rear access, may alternatively access garages and parking spaces from the exterior side yard.

(b) In cases where front-loaded garage design is the remaining option, shared driveways with one (1) curb cut are encouraged.