

## Article 12: Parking

### Section 290: Definitions

Unless otherwise specifically provided or unless clearly required by the context, the words and phrases defined below shall have the meaning indicated when used in this section.

(1) *Circulation Area*. That portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. Essentially, driveways and other maneuvering areas (other than parking aisles) comprise the circulation area.

(2) *Driveway*. That portion of the vehicle accommodation area that consists of a travel lane bounded on either side by an area that is not part of the vehicle accommodation area.

(3) *Gross Floor Area*. The total interior area of all floors of a building or structure, measured to the inside face of the exterior walls of said building or structure.

(4) *Loading and Unloading Area*. That portion of the vehicle accommodation area used to satisfy the requirements of Section 300.

(5) *Vehicle Accommodation Area*. That portion of a lot that is used by vehicles for access, circulation, parking, and loading and unloading. It comprises the total of circulation areas, loading and unloading areas, and parking areas (spaces and aisles).

(6) *Parking Area Aisles*. That portion of the vehicle accommodation area consisting of lanes providing access to parking spaces.

(7) *Parking Space*. A portion of the vehicle accommodation area set for the parking of one vehicle.

### Section 291: Number of Parking Spaces Required

(a) All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.

(b) The presumptions established by this article are that: (i) a development must comply with the parking standards set forth in Subsection (e) to satisfy the requirement stated in Subsection (a), and (ii) any development that does meet these standards is in compliance. However, the Table of Parking Requirements is only intended to establish a presumption and should be flexibly administered, as provided in Section 292.

(c) Uses in the Table of Parking Requirements (Subsection (e)), are indicated by direct references to Article 7. When determination of the number of parking spaces required by this table results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while fractions in excess of one-half shall be counted as one parking space.

(d) The County Commission recognizes that the Table of Parking Requirements set forth in Subsection

(e) cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered the permit issuing authority is authorized to determine the parking requirements using this table as a guide.

(e) Table of Parking Requirements:

| <b>Use</b>   | <b>Parking Requirement</b>  |
|--|---|
| Single family dwellings, site built, and modular homes   | 2 spaces per dwelling unit plus one space per room rented out.  |
| Two family dwellings   | 2 spaces for each dwelling unit, except that one-bedroom units require only one space.  |
| Multi-family dwellings   | With respect to multi-family units located in buildings where each dwelling unit has an entrance and living space on the ground floor, the requirement shall be 1. spaces for each one-bedroom unit and 2 spaces for each unit with two or more bedrooms. |
| Nursing, rest or convalescent home   | 3 spaces for every five beds except for uses exclusively serving children under 16, in which case 1 space for every three beds shall be required.   |
| Bed and breakfast, hotels, & motels  | 1 space for each room to be rented plus additional space (in accordance with other sections of this table) for restaurant or other facilities.  |
| Home occupations   | 4 spaces for offices of physicians or dentists; 2 spaces for attorneys, 1 space for all others.   |
| Convenience stores and adult bookstores  | 1 space per 150 square feet of gross floor area.  |
| Sales and rental of goods, merchandise and equipment, wholesale sales  | 1 space per 400 square feet of gross floor area.  |
| Offices  | 1 space per 200 square feet of gross floor area.  |
| Banks  | 1 space per 200 square feet of area within main building plus reservoir land capacity equal to 5 spaces per drive-thru window (10 spaces if window serves two stations).  |
| Manufacturing, processing, creating, repairing, renovating, painting, cleaning, assembly of goods, merchandise and equipment and similar uses. | 1 space per 400 square feet of gross floor area.  |
| Educational institutions   | 1 space per 150 square feet of gross floor area.  |

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| <b>Use</b>   | <b>Parking Requirement</b>  |
|--|---|
| Educational uses   | 1.75 spaces per classroom in elementary schools, 5 spaces per classroom in high schools.  |
| Churches and other religious worship centers   | 1 space for every four seats in the portion of the church building to be used for services plus spaces for any residential use as determined in accordance with the parking requirements set forth above for residential uses plus 1 space for every 200 square feet of gross floor area designed to be used neither for services nor residential purposes. |
| Philanthropic uses and fraternal or private clubs  | 1 space per 300 square feet of gross floor area.  |
| Recreational, amusement, and entertainment facilities  | 1 space for every three persons that the facilities are designed to accommodate when fully utilized (if they can be measured in such a fashion●example, tennis courts or bowling alleys) plus 1 space per 200 square feet of gross floor area used in a manner not susceptible to such calculation.   |
| Indoor movie theater   | 1 space for every four seats.   |
| Miniature golf course, driving ranges, skateboard park, water slide, and similar uses  | 1 space per 300 square feet of area plus 1 space per 200 square feet of building gross floor area; Driving range●1 space per tee plus 1 space per 200 square feet in building gross floor area; Par Three Course●2 spaces per golf hole plus 1 space per 200 square feet of building gross floor area.  |
| Boarding stable  | 1 space per horse that could be kept at the stable when occupied to maximum capacity.   |
| Hospital   | 2 spaces per bed or 1 space per 150 square feet of gross floor area, whichever is greater.  |
| Restaurants, bars, and nightclubs  | 1 space per 100 square feet of gross floor area., plus 1 space for every four outside seats and reservoir lane capacity equal to 5 spaces per drive-in window.  |
| Adult cabaret  | 1 space per 100 square feet of gross floor area.  |
| Motor vehicle related sales, rental, and services to include installation of parts, repair, maintenance, as well as mobile home sales, all terrain vehicle sales and service | 1 space per 200 square feet of gross floor area.  |
| Convenience stores with the sale of gas  | 1 space per 200 square feet of gross floor area of building devoted primarily to gas sales operation, plus sufficient parking area to accommodate vehicles at pumps without interfering with other parking spaces.  |

| <b>Use</b>   | <b>Parking Requirement</b>   |
|--|--|
| Self storage units   | 1 space for every two employees on the maximum shift but not less than 1 space per 5,000 square feet of area devoted to storage (whether inside or outside). |
| Veterinarian clinics and kennels   | 1 space per 200 square feet of gross floor area.   |
| Agricultural operations, apiaries, aviaries, fish hatcheries, fur farming, extraction, quarrying, or mining of sand, gravel, topsoil, and other material | 1 space for every two employees on maximum shift.  |
| Laundromats and dry cleaners   | 1 space per 200 square feet of gross floor area.   |
| Open air markets   | 1 space per 1,000 square feet of lot area used for storage, display, or sales.   |
| Funeral Homes  | 1 space per 100 square feet of gross floor area.   |
| Preschool and/or daycare facilities  | 1 space per employee plus 1 space per 200 square feet of gross floor area.   |
| Bus station  | 1 space per 200 square feet of gross floor area.   |
| Commercial greenhouse, farm and produce markets with on premise sales  | 1 space per 200 square feet of gross floor area.   |

## **Section 292: Flexibility in Administration Required**

(a) The County Commission recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth Subsection 291(e) may result in a development either with inadequate parking space or parking space far in excess of its needs. The former situation may lead to traffic congestion or parking violations in adjacent streets, as well as unauthorized parking in nearby private lots. The latter situation wastes money as well as space that could more desirably be used for valuable development or environmentally useful open space. Therefore, as suggested in Section 291, the permit issuing authority may permit deviations from the presumptive requirements of Subsection 291(e) and may require more parking or allow less parking whenever he finds that such deviations are more likely to satisfy the standard set forth in Subsection 291(a).

(b) Without limiting the generality of the foregoing, the permit issuing authority may allow deviations from the parking requirements set forth in Subsection 291(e) when it finds that:

- (1) A residential development is irrevocably oriented toward the elderly; and/or
- (2) A business is primarily oriented to walk-in trade.

(c) Whenever the permit issuing authority allows or requires a deviation from the presumptive parking requirements of Subsection 291(e), it shall enter on the face of the permit the parking requirement that it imposes and the reasons for allowing or requiring the deviation.

(d) If the permit issuing authority concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Subsection 291(e) for a particular use (or group of uses) is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Article 14.

### **Section 293: Parking Space Dimensions**

(a) Subject to Subsections (b) and (c), each parking space shall contain a rectangular area at least 19 feet long and 9 feet wide. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section. Residential developments of the permitted uses single family dwellings one dwelling unit per lot including site built homes, modular homes, and class A and B mobile homes, need not have each parking space demarcated with lines.

(b) In parking areas containing 10 or more parking spaces, up to 20 percent of the parking spaces need contain a rectangular area of only 7. feet in width by 15 feet in length. If such spaces are provided, they shall be conspicuously designated as reserved for small or compact cars only.

(c) Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than 22 feet by 9 feet.

### **Section 294: Required Widths of Parking Area Aisles and Driveways**

(a) Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:

| <b>Aisle Width</b> | <b>0E</b> | <b>30E</b> | <b>45E</b> | <b>60E</b> | <b>90E</b> |
|--------------------|-----------|------------|------------|------------|------------|
| One Way Traffic    | 13'       | 11'        | 13'        | 18'        | 24'        |
| Two Way Traffic    | 19'       | 20'        | 21'        | 23'        | 24'        |

(b) Driveways shall not be less than 10 feet in width for one-way traffic and 18 feet in width for two-way traffic, except that 10-foot-wide driveways are permissible for two-way traffic when (i) the driveway is not longer than 50 feet, (ii) it provides access to not more than 6 spaces, and (iii) sufficient turning space is provided so that vehicles need not back into a public street.

### **Section 295: General Design Requirements**

(a) Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.

(b) Vehicle accommodation areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.

(c) Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

(d) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.

### **Section 296: Vehicle Accommodation Area Surfaces**

(a) Vehicle accommodation areas that (i) include lanes for drive-in windows or (ii) contain parking areas that are required to have more than 10 parking spaces and that are used regularly at least five days per week shall be graded and surfaced with asphalt, concrete, or other material that will provide adequate equivalent protection against potholes, erosion, and dust. Specifications for surfaces meeting the standard set forth in this subsection are contained in Appendix D.

(b) Vehicle accommodation areas that are not provided with the type of surface specified in Subsection (a) shall be graded and surfaced with crushed stone, gravel, or other suitable material (as provided in the specifications set forth in Appendix D) to provide a surface that is stable and will help to reduce dust and erosion. The perimeter of such parking areas shall be defined by bricks, large stones, railroad ties, or other similar devices. In addition, whenever such vehicle accommodation area abuts a paved street, the driveway leading from such street to such area (or, if there is no driveway, the portion of the vehicle accommodation area that opens onto such streets) shall be paved as provided in Subsection (a) for a distance of 15 feet back from the edge of the paved street, or to the edge of the right-of-way, whichever is greater. This subsection shall not apply to single family residences or other uses that are required to have only one or two parking spaces.

(c) Parking spaces in areas surface in accordance with Subsection (a) shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surface in accordance with Subsection (b) shall be demarcated whenever practicable.

(d) Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

### **Section 297: Joint Use of Required Parking Spaces**

(a) One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.

(b) To the extent that developments wishing to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally 90 percent vacant on weekends, another development that operates only on weekends could be credited with 90 percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to 50 percent of capacity on days other than Sunday, another development could make use of 50 percent of the church lot's spaces on those other days.

(c) If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 298 are also applicable.

### **Section 298: Satellite Parking**

(a) If the number of off-street parking spaces required by these regulations cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on

adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to in this section as satellite parking spaces.

(b) All such satellite parking spaces (except spaces intended for employee use) must be located within 400 feet of a public entrance of a principal building housing the use associated with such parking, or within 400 feet of the lot on which the use associated with such parking is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance.

(c) The developer wishing to take advantage of the provisions of this section must present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgment that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces.

(d) Persons who obtain satellite parking spaces in accordance with this section shall not be held accountable for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this article.

### **Section 299: Special Provisions For Lots With Existing Buildings**

Notwithstanding any other provisions of these regulations, whenever (i) there exists a lot with one or more structures on it constructed before the effective date of these regulations, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the parking requirements of Section 291 that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of Section 291 to the extent that (i) parking space is practicably available on the lot where the development is located, and (ii) satellite parking space is reasonably available as provided in Sections 297 and 298. However, if satellite parking subsequently becomes reasonably available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer shall obtain satellite parking when it does become available.

### **Section 300: Loading and Unloading Areas**

(a) Subject to Subsection (e), whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.

(b) The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

| <b>Gross Area of Building (in square feet)</b> | <b>Number of Spaces*</b> |
|--|--------------------------|
| 1,000-19,999                                   | 1                        |
| 20,000-79,999                                  | 2                        |
| 80,000-127,999                                 | 3                        |
| 128,000-191,999                                | 4                        |

| Gross Area of Building (in square feet) | Number of Spaces* |
|---|-------------------|
| 192,000-255,999                         | 5                 |
| 256,000-319,999                         | 6                 |
| 320,000-391,000                         | 7                 |

Plus one (1) space for each additional 72,000 square feet or fraction thereof.

\*Minimum dimensions of 12 feet x 55 feet and overhead clearance of 14 feet from street grade required.

(c) Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

(d) No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

(e) Whenever (i) there exists a lot with one or more structures on it constructed before the effective date of these regulations, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.

**Sections 301 through 303: reserved**