

Article XXII-D. Vehicle and Bicycle Parking

Sec. 1. Off-street parking.

- (a) Notwithstanding any other ordinance or provision of this article to the contrary, the required off-street parking spaces shall be provided on the same platted lot as the use they are to serve.
- (b) Upon written application to the commission and at a regularly scheduled meeting, the commission shall be authorized to consider requests to allow the joint use of parking facilities which serve complementary land uses. When considering such requests, the commission shall consider hours of operation, proximity of such complementary uses and any other criteria it deems necessary in reaching a decision on the approval or denial of such requests. Each request shall be based on its individual merits and circumstances.
- (c) The parking design manual shall govern the design for off-street parking and corner clip requirements.
- (d) Off-street parking shall be constructed in accordance with the design standards.
- (e) Construction plans sufficient for review to ensure compliance with development and drainage requirements shall be submitted and approved by the development engineer prior to the construction of the parking area improvement.
- (f) All parking areas shall be maintained to minimum construction specifications and shall be free of holes and other defects which would collect water or other debris and cause further deterioration of the parking surface or would in any way impair the movement of a vehicle using said parking area. Repairs shall be done in accordance with the design standards.
- (g) Where an existing parking area is constructed of asphalt, the parking lot may be maintained and repaired in accordance with the city's asphalt repair procedure detail so long as the minimum amount of repair required to meet the minimum construction standard is less than 50 percent of the total area of the parking area as determined by the development engineer.
 - (1) Where the minimum amount of repair required to meet the minimum construction standard is 50 percent or more of the total area of the parking area as determined by the development engineer, the parking lot shall be reconstructed to conform to the design standards.
 - (2) In instances where improvements are required for asphalt lots requiring 50 percent or more repair or rehabilitation of the paved area, and no building expansion is requested, provision of landscaping improvements shall be limited to those areas adjacent to the parking lot and/or visible from the adjacent street, without regard to compliance with minimum landscape area requirements of the zoning ordinance. The city manager or designee shall determine appropriate limits of paving area and landscape improvements in order for a property to achieve compliance with this section.
- (h) The number of required off-street parking spaces shall be determined by the gross floor area or other measures as follows:
 - (1) Retail/commercial uses.
 - a. Bowling alleys. Six spaces per bowling alley.
 - b. Childcare center. One space per 300 square feet of gross building square footage.

- c. Furniture, home furnishings, and appliance sales. One space per 500 square feet of building floor area.
- d. Hotel--Full service. One and one-fourth spaces per guestroom.
- e. Hotel--Limited service; suite or motel. One space per guestroom.
- f. Motor vehicle repair facilities and service stations. Five spaces, plus two spaces per service bay.
- g. Motor vehicle sales and service center.
 - 1. Showroom, sales and administrative office areas shall provide parking in accordance with the retail sales and service facilities ratio.
 - 2. Service facilities shall provide parking in accordance with the motor vehicle repair facilities and service station ratio.
 - 3. Thirty percent of the required parking shall be designated as customer parking and shall not be used for storage or display of vehicles for sale.
- h. Movie theaters, theaters conducting live performances and dinner theaters. One space per three seats in the facility.
- i. Private recreation facilities, including dance studios, health studios, martial arts schools, and weight training facilities. One space per 100 square feet of activity area, excluding those areas used for locker rooms, bathing areas, offices, and other ancillary uses.
- j. Restaurants and establishments for the sale and/or consumption of food and/or drink on or off the premises, with seating provided for patrons. One space per 100 square feet of building floor area.
- k. Retail nurseries and greenhouses. One space for each 200 square feet of building floor area (including covered or greenhouse areas), plus one space per 1,500 square feet of outdoor sales and storage area.
- l. Retail sales and service facilities.
 - 1. Buildings of less than 10,000 square feet. One space per 333 square feet of building floor area.
 - 2. Buildings of 10,000 square feet or more. 30 spaces, plus one space per 200 square feet of building floor area in excess of 10,000 square feet.
 - 3. [Allowable reduction.] Retail buildings or centers having a combined gross building floor area of 100,000 square feet or greater on a single platted lot shall be allowed to reduce the overall number of required parking spaces by ten percent. The approved site plan for the retail center shall indicate the total number of spaces required for the property by use (office, retail, restaurant, etc.) and the total number required with the application of the ten percent reduction.
- m. Tennis, racquetball and squash facilities. Six spaces per game court, plus parking that may be required for exercise and weight room areas, excluding locker rooms, bathing areas and other ancillary uses.

- (2) Office uses, including banks, financial institutions, medical offices, and areas designated for office use within industrial buildings.
 - a. For buildings of less than 75,000 square feet. One space per 250 square feet of building floor area.
 - b. For buildings of 75,000 square feet or more. One space per 300 square feet of building floor area.
- (3) Industrial uses.
 - a. Areas designated for assembly, manufacturing, or research laboratory. One space per 400 square feet of building floor area.
 - b. Areas designated for showroom or warehouse. One space per 1,000 square feet of building floor area.
 - c. Self-storage warehouses. One space per 20 units plus parking required for office areas in accordance with the ratio for office uses. In no case shall fewer than five customer spaces be provided and indicated on the approved site plan.
 - d. Technical training school. One space per 100 square feet of classroom floor area.
- (4) Religious institution. One space for each three seats in the main sanctuary.
 - a. All religious institution parking shall be provided on the same lot as the sanctuary or on an adjacent lot, except that parking in excess of that required to meet the minimum city codes may be provided on school premises with the authorization of the appropriate school district authorities. Parking on a lot which abuts the lot upon which the main structure is located but is separated from said lot by a dedicated street or alley, is permitted only in accordance with the provisions of the comprehensive zoning ordinance.
 - b. Parking for a religious institution in residential districts shall not be permitted within any above-grade structure nor shall any parking lot configuration isolate eight or fewer lots from any other adjacent single-family lots.
 - c. If such parking area is to be illuminated, an illumination plan shall be approved by the city manager or designee prior to the installation of such lighting. All light standards shall be installed to direct glare away from adjacent residential properties.
- (5) Apartment. Off-street parking spaces shall be provided behind the front building line, in the side or rear setback in accordance with the following requirements:
 - a. Off-street parking spaces shall be provided to meet the requirements of the residents and their guests at a ratio of at least two spaces per apartment unit in the project.
 - b. Every apartment project shall provide enclosed garages or covered carports within the development. Garages and carports may be attached or detached and must be provided at a ratio of one-half garages and/or carports per dwelling unit within the development. Attached garages shall be constructed as an integral part of the apartment building. Detached garages shall be compatible with the apartment buildings in design and building materials, including roof coverings. Carports, whether attached or detached, shall be compatible with the main structure in design and building materials, including roof coverings. Where carports are constructed, they may not be built parallel to any street.

- c. The parking of boats, trailers and recreational vehicles shall be prohibited, except where storage area is provided for this purpose. Where such a storage area is provided, it shall accommodate the boats, trailers and other recreational vehicles owned by residents of the development only. The storage area shall not be located adjacent to any street or within any required front yard area and shall be screened from any abutting single-family or duplex property by means of a masonry screening wall. Parking provided in this storage area shall not count toward the required parking for the apartment development.
 - d. No parking area or vehicle storage space shall be used for the storage or parking of any truck, truck trailer or van, house trailer, except one panel or pickup truck, not exceeding one-ton capacity may be kept on the premises if used in connection with maintenance and management of the apartment project.
 - e. If such parking area is to be illuminated, an illumination plan shall be approved by the city manager or designee prior to the installation of such lighting. All light standards shall be installed to direct glare away from adjacent residential properties.
- (6) Increases in maximum occupancy (“maximum occupancy load”). Notwithstanding the above, if the maximum occupancy (“maximum occupancy load”) under the City Building Code allowed for a building or portion of a building increases, the number of required off-street parking spaces shall be increased above the required number of off-street parking spaces determined by the gross floor area of the building proportionate to the increase in the maximum allowed occupancy (“maximum occupancy load”). For example, a 20% increase in the maximum allowed occupancy would require a 20% increase in the number of required off-street parking spaces determined by the gross floor area even if there is no increase in the gross floor area of the building.

(Ord. No. 4330, § 5, 2-10-20)

Sec. 2. Bicycle Parking.

- (a) Definitions.
 - (1) **Bicycle Parking Space:** The volume of space that is used to accommodate the storage of one locked bicycle. Bicycle parking spaces are to be designed and spaced in a way that accommodates typical two-wheel bicycles and alternative bicycles, including but not limited to cargo bikes, bikes with trailers, recumbent bikes, etc.
 - (2) **Bicycle Parking, Long-Term:** Spaces intended to be used longer than 2 hours and are typically targeted to residents, employees, or other long-term users. Long-Term Parking typically offers increased security in lit, covered, and permanently anchored locations.
 - (3) **Bicycle Parking, Short-Term:** Spaces intended to be used shorter than 2 hours and typically targets to visitors, customers, or other short-term users. Short-term bicycle parking racks provide two points of contact for a bicycle and are securely anchored to the ground. It should be in a visible location near the main entrance of the building.
- (b) All new construction or expansions which affect the required vehicle parking will provide bicycle parking as required by this section.
- (c) The parking design manual shall govern the design for bicycle parking.

- (d) The number of required and provided bicycle parking spaces shall be shown in a chart format and depicted on the site plan submitted for review as well as on a zoning concept plan if zoning is required.
- (e) **Number of Bicycle Parking Spaces Required.** All non-residential uses, including apartments, shall provide one (1) bicycle parking space per twenty (20) vehicle parking spaces provided.
 - (1) A minimum of two bicycle parking spaces shall be provided per site. In the case of multi-building sites, parking shall be calculated per building with minimum required parking of two bicycle parking spaces per building.
 - (2) For building expansions, the calculation of required bicycle parking will be based off the total provided parking after expansion.
 - (3) Where fractional bicycle parking spaces result, the spaces required shall be rounded up to the nearest whole number. All nonresidential uses shall provide a minimum of two spaces per site.
- (f) **Vehicle Parking Reduction.** The number of required vehicle parking spaces for a site plan may be reduced by the number of bicycle parking spaces provided over the required minimum on that site plan, subject to a maximum reduction of five percent (5%).
- (g) **Parking Designation.** Bicycle parking requirements shall be designated as long-term or short-term parking.
 - (1) For apartments, including those in combination with other uses, at least ninety percent (90%) of required parking shall be designed as long-term parking.
 - (2) For all other uses, at least ninety percent (90%) of all bicycle parking shall be designed as short-term parking.
- (h) **Alternative Compliance.** Upon written request by the Applicant, the Director or designee may approve alternative compliance from the provisions of this section, which may include, but is not limited to, a reduction or deviation in the number, type, or location of the required bicycle parking, and may include a waiver of the requirement. Considerations used in the determination may include, but are not limited to:
 - (1) Physical site planning constraints;
 - (2) Proximity to existing bicycle parking;
 - (3) Projects that cannot be classified into the provided land use categories;
 - (4) Provision of enhanced bicycle facilities provided in the development; or
 - (5) Inclusion of the site within a larger development for which adequate bicycle parking is already provided.

(Ord. No. 4499, § 1, 6-10-24)

Sec. 3. Variances.

Where in its judgment the public convenience and welfare will be substantially served and the appropriate use of the neighboring property will not be substantially injured, upon recommendation by the commission, the council may, in specific cases, at a regular meeting of the council, and subject to appropriate conditions and safeguards, authorize variances to the regulations in this article in order to permit reasonable development and improvement of property where the literal enforcement of these regulations would result in an unnecessary hardship. No written public notice shall be required prior to the granting of the variances provided for in this article.

(Ord. No. 4330, § 5, 2-10-20; Ord. No. 4499, § 1, 6-10-24)

End of Article XXII-D