

ARTICLE 9 PARKING, LOADING, ACCESS, AND LIGHTING

DIVISION 9.100 PURPOSE AND APPLICABILITY

Sec. 9.101 Purpose

The purpose of this Article is to ensure that:

- A. Adequate off-street parking is provided for uses that are permitted by this UDO.
- B. Sufficient parking is provided in nonresidential areas that are near residential neighborhoods, so that the character and quality of life in the residential neighborhoods are protected from overflow parking;
- C. Adequate loading areas are provided that do not interfere with the function of other vehicular use areas;
- D. Access to sites is managed to maintain the desired function of the adjacent street; and
- E. Vehicular use areas are designed and lighted to promote public safety without creating undue light pollution and glare.

Sec. 9.102 Applicability

- A. **Applicability.**
 - 1. All new development shall provide all of the parking spaces required by **Section 9.201, Parking and Loading Requirements Table**, and shall comply with all other provisions of this Article.
 - 2. Expansions to existing development and changes in use that require additional parking shall provide parking only to the extent of the new demand created by the expansion or change in use.
 - 3. Changes in use of existing buildings that result in a fewer required parking spaces shall not be required to provide additional parking spaces.
 - 4. No parking is required for non-residential development in the CBD, except as may be required by **Division 2.500, Limited and Special Use Standards**.
- B. **Timing of Compliance.** No certificate of occupancy shall be issued unless and until off-street vehicular parking is provided in accordance with this Article.

DIVISION 9.200 PARKING AND LOADING CALCULATIONS

Sec. 9.201 Parking and Loading Requirements Table

- A. **Minimum Off-Street Parking and Loading Requirements.** The minimum off-street parking and loading requirements for the uses set out in this Code are set out in **Table 9.201, Minimum Parking and Loading Requirements**, below.

Table 9.201:Minimum Parking and Loading Requirements		
Land Use	Parking	Loading
Agricultural Uses		
Agriculture	2 spaces / d.u. ¹ used as farm residence	na. ²
Nursery or Greenhouses	4 spaces / 1,000 sf. ³ of enclosed sales space	1 space / 2 acres, but not more than 4 spaces
Farmstead	2 spaces / d.u.	na.
Commercial Stables	3 spaces / 1,000 sf. office or administrative space, plus 1 space per 3 stalls	1 space / 40 stalls
Kennel	1 space / 250 sf.	na.
Residential Uses		

Boarding House, Dormitory, Fraternity, or Sorority	1 space / bedroom	na.
Single-Family	2 spaces / d.u.	na.
Single-Family Cluster	2 spaces / d.u.	na.
Single-Family Attached	2 spaces / d.u.	na.
Planned or TND	2 spaces / d.u.	na.
Multi-Family	Studio and 1 bedroom units: 1.5 spaces / d.u. 2+ bedroom units: 3 spaces / d.u.	na.
Multi-Family with Commercial (used in mixed-use shared parking calculations)	1 space / d.u.	na.
Multi-Family in Central Place District within 330 feet of a public parking lot or facility	1.5 spaces / d.u.	na.
Multi-Family in the Central Business District within 330 feet of a public parking lot or facility with adequate capacity to meet required parking	No Requirement	
Manufactured Home	2 spaces / d.u.	na.
Group Homes	3 spaces / d.u.	na.
Live-Work Units	3 spaces / d.u.	na.
Home-Based Businesses (spaces required in addition to residential parking requirements)		
Home Occupation	No additional parking required	na.
Home Business	Generally: 2 additional spaces. Exception: CN, CG, RT, or CA districts: 1 space / non-family employee. In all cases, if the use includes permitted retail space, add 1 space / 250 sf. used for retail showroom ⁴	na.
Cottage Industry	Generally: 3 additional spaces. Exception: CN, CG, or RT districts: 1 space / non-family employee. In all cases, if the use includes permitted retail space, add 1 space / 250 sf. used for retail showroom	na.
Child Care Homes	1 space per employee, plus 2 off-street parking spaces for loading and unloading ⁴	na.
Institutional Uses		
Places of Public Assembly		
Places of Worship, Theatres, and Conference Centers	1 space / 3 seats or 1 space / 30 sf. floor area used for moveable seating or 1 space / 6 ft. of bench seating	1 space / 40,000 sf.
Cultural or Arts Centers, Museums, and Aquariums	5 spaces / 1,000 sf. used for assembly	1 space / 40,000 sf.
Libraries	5 spaces / 1,000 sf.	1 space
School, Elementary or Middle	2 spaces / classroom	1 space / 40,000 sf.
School, High	Special Study	Special Study
Day care center	1 space / 250 sf.	na.
College		
College/University	by special study, to be included on campus master plan	by special study, to be included on campus master plan
Trade School, Professional School, or Language School	1.1 spaces / student	1 space / 40,000 sf.
Institutional Residential		
Monasteries & Convents	1 space / 2 rooms	2 spaces / 30,000 sf.
Sheltered Care Facilities and Rehabilitation Centers	Greater of 1 space / 3 rooms or 1 space / bedroom	1 space / 20 bedrooms
Assisted Care Living Facilities or Congregate Care Facilities	1.5 spaces / dwelling unit	1 space / 20 bedrooms
Nursing Homes	Greater of 1 space / 3 rooms or 1 space / bedroom	1 space / 20 bedrooms
Protective Care		
Jails or Prisons	2 spaces / 1,000 sf.	2 spaces
Work Release	3 spaces / 1,000 sf.	1 space
Psychiatric Hospitals	3 spaces / 1,000 sf.	1 space
Private Clubs (no food service)	8 spaces / 1,000 sf.	1 space / loading bay
Public Service		
General (not listed below)	1 space / FTE ⁵ + 1 space / stored vehicle	1 space / loading bay
Police Station	1 space / 250 sf.	1 space / loading bay
Post Office	6 spaces / 1,000 sf. + 1 space / stored vehicle	1 space / loading bay

Fire Station	4 spaces / vehicle bay	1 space / loading bay
Utilities, Neighborhood	1 space	na.
Hospitals		
Hospitals	Special study with campus master plan	1 space / 20,000 sf.
Respite Care Facility	1 space per employee per shift (may be reduced with other form of agreement and 2 spaces for drop-off/pick-up	na.
Medical Laboratories	1 space / 300 sf.	1 space / 20,000 sf.
Commercial Uses		
Agricultural Support and Other Rural Services	4 spaces / 1,000 sf.	1 space / 15,000 sf.
Alcoholic Beverage Sales	5 spaces / 1,000 sf.	1 space / 5,000 sf.
Bed and Breakfast	2 spaces + 1 space / room	na.
Commercial Lodging		
Convention Center Hotel	1.2 spaces / guest room + 1 space / 100 sf. meeting space	1 space / 20,000 sf.
Hotel or Motel	1 space / guest room plus one space per 10 rooms or fraction thereof	1 space / 20,000 sf.
Commercial Retail		
General	5 spaces / 1,000 sf.	1 space / 25,000 sf.
Food or Consumer Electronics	5 spaces / 1,000 sf.	1 space / 15,000 sf.
Heavy Retail		
General (not listed below)	1 space / 400 sf.	1 space / 10,000 sf.
Home Centers or Building Materials	4 spaces / 1,000 sf.	1 space / 10,000 sf.
Light Automobile Service		
General (not listed below)	Greater of: 1.5 spaces per 1,000 sf. or 4 spaces / bay	1 space / 20,000 sf.
Gas Station	1 space / 2 pump stations	1 space / 20,000 sf.
Drive-In Facility		
General (not listed below)	5 spaces / 1,000 sf. + 3 stacking spaces / window	1 space / 25,000 sf.
Restaurants (drive through/drive-in)	20 spaces / 1,000 sf. + 5 stacking spaces/window	1 space / 25,000 sf.
Banking	4 spaces / 1,000 sf. + 4 stacking spaces/window	1 space / 25,000 sf.
Mixed Use	See Sec. 9.205 Mixed Uses and Shared Parking	1 / 25,000 sf. of nonresidential uses
Office		
General (not listed below)	3 spaces / 1,000 sf.	1 space / 33,000 sf.
Bank/Finance, Telemarketing	4 spaces / 1,000 sf.	1 space / 33,000 sf.
Medical Office / Clinic	5 spaces / 1,000 sf.	1 space / 33,000 sf.
Car Wash		
Carwash, single car, auto bay	2 spaces + 6 stacking spaces / bay + 1 drying space	1 space / 20,000 sf.
Carwash, multiple car, auto bay	4 spaces + 12 stacking spaces / bay + 2 drying spaces	1 space / 20,000 sf.
Carwash, self wash bay	2 spaces / bay (not including bay)	1 space / 20,000 sf.
Restaurant	1 space / 75 sf.	1 space
Services		
General (not listed below)	2.5 spaces / 1,000 sf. + 1 space / FTE + 1 space / company vehicle	1 space / 33,000 sf.
Barber Shops	5 spaces / 1,000 sf.	1 space / 33,000 sf.
Beauty Shops	5 spaces / 1,000 sf.	1 space / 33,000 sf.
Dry Cleaner	4 spaces / 1,000 sf.	1 space / 33,000 sf.
Funeral Homes	6 spaces / 1,000 sf.	1 space / 33,000 sf.
Laundry (self-service)	8 spaces / 10 washers	1 space / 33,000 sf.
Shopping Center	5 spaces / 1,000 sf.	1 space / 15,000 sf.
Vehicular Sales, Rental, and Service	1 space / 1,000 sf. + 1 / 15 storage spaces	1 space / 15,000 sf.
Veterinarian	5 spaces / 1,000 sf.	1 space / 33,000 sf.
Recreation and Amusement Uses		
Adult Uses	General: Greater of: 4 spaces / 5 seats or 1 space / 250 sf.If food and beverage service is offered: 14 spaces / 1,000 sf.	1 space
	1 space / camp site, located at camp site + 3 spaces / 50 camp sites, located at	

Campgrounds	office	na.
Commercial Amusement, Indoor		
General (not listed below)	6 spaces / 1,000 sf.	1 space
Bowling Alley / Pool Rooms	5 spaces / lane; 2 spaces / pool or billiard table	1 space
Indoor Arenas / Theaters / Assembly Rooms	1 space / 3 seats or 1 space / 30 sf. floor area used for moveable seating or 1 space / 6 ft. of bench seating	1 space
Skating Rinks	1 space / 100 sf. rink surface	1 space
Commercial Amusement, Outdoor		
General (not listed below)	Greater of: 1 space / 3 seats or 5 spaces / 4 playing stations	1 space / 2 acres
Outdoor Arenas	1 space / 3 seats or 1 space / 6 ft. of bench	1 space / 2 acres
Amusement Parks	Special Study	Special Study
Recreation, Indoor		
General (not listed below)	4.5 spaces / 1,000 sf.	1 space
Swimming Pool	1 space / 100 SF of pool	1 space
Tennis/Racquetball/Handball	3 spaces / court	1 space
Community Recreation Center	1 space / 250 sf.	1 space
Recreation, Outdoor		
Active Recreation general (not listed below)	1 space / 10,000 sf. of active recreation area	1 space
Camps, Day or Youth	1 space / FTE+ 1 space / bus	1 space
Golf Course	3 space / hole	1 space
Golf Driving Range/Rifle Range	5 spaces / 4 stations	1 space
Parks, Playground	1 space / 4,000 sf. of play area	1 space
Equestrian Facilities	1 space / 4 stalls + 1 space / 2,000 sf. riding area	1 space
Swimming Pool	1 space / 100 sf. of pool	1 space
Tennis Courts	3 spaces / court	1 space
Athletic Fields	Greater of: 1 space / 4 ft. bleacher area or 30 spaces / field	1 space
All Passive Recreation	1 space / acre up to 50 acres + 1 space / 3 acres over 50 acres	na.
Industrial Uses		
Light Industry	1 space / 500 sf. + 1 space / company vehicle	Greater of: 1 space / 20,000 sf. or 1 space / loading bay
Heavy Industry		
General (not listed below)	2.5 spaces / 1,000 sf. + 1 space / vehicle	Greater of: 1 space / 15,000 sf. or 1.25 spaces / bay
Trucking (no loading or warehousing)	3.0 / 1,000 sf. + vehicle operated from site	Greater of: 1 space / 15,000 sf. or 1.25 spaces / bay
Regional Utilities	1 / 1,000 sf.	Special Study
Warehousing and Transportation	1 / 1,000 sf.	1.5 spaces / bay
Utilities, Community	1 / 1,000 sf.	Special Study
Extraction	1 / vehicle + accessory	1 space / extraction vehicle
Waste Facilities	1.25 spaces / disposal vehicle	1 space / disposal vehicle
Salvage and Recycling		
Recycling and/or Storage	1 space / 500 sf. of facility	1.25 spaces / bay
Junkyard	1 / 2,000 sf. storage + 1 / vehicle used in the operation	Greater of: 1 space / 15,000 sf. or 1.25 spaces / bay
Disposal	1 space / disposal vehicle	1 space / disposal vehicle
Special Uses		
Airports	Special Study	Special Study
	4 spaces / 1,000 sf. used for assembly, or 20 per acre of grave sites, whichever is	

Cemetery	more	1 space
Parking and Transit Facilities		
Stand Alone Parking Lot	No Minimum	na.
Transit Facilities	Inter-City Transit: Special StudyIntra-City Transit: NA	na.
Wireless Telecommunication Facilities	2 spaces / tower(may be grass pavers)	na.
Temporary Uses		
Commercial Outdoor Sales Event	NA	na.
Contractor's Office	1 space / 200 sf.	na.
Farm Stand	8 spaces	na.
Garage Sales	NA	na.
Model Home	4 spaces / model	na.
Public Interest and Special Events	1 space / 3 anticipated attendees	1 space / anticipated supply truck
Sales Offices	10 spaces	na.
Sidewalk Sales and Farmers' Markets		
Sidewalk Sales	No Additional Parking Required	na.
Farmers' Market	Downtown: No Additional Parking Required;All Other Locations: 1 space / 150 sf. booth area	na.
Temporary Manufactured Home	By Use	By Use
Truck Load Sales	Special Study	1 space / truck

¹ d.u. = dwelling unit ² na. = not applicable³ sf. = square feet (see **Sec. 9.202, Calculation of Required Parking Spaces**)⁴ parking spaces shall be designed to appear as a residential driveway, or be accessed from an alley.⁵ FTE = full-time equivalent employee

- B. Uses Not Listed.** The Planning Director shall determine the parking requirements for uses that are not listed based on the uses in **Table 9.201, Minimum Parking and Loading Requirements**, that are most similar to the proposed uses or based on parking studies of similar uses that are provided by the applicant and certified by a qualified professional engineer.

Sec. 9.202 Calculation of Required Parking Spaces

- A. Floor Area.** Where the number of parking spaces in **Table 9.201, Minimum Parking and Loading Requirements**, is calculated based on the floor area of the use. However, the measurement of floor area shall not include restrooms, generally unoccupied defined and enclosed utility areas housing equipment for HVAC, plumbing, or similar purposes and areas that are designed and used exclusively for storage. For the purpose of calculation of required parking for industrial uses, a narrative describing maximum typical usage of building or site areas, including number of employees and visitors per largest shift and number of employees normally primarily stationed in warehouse areas and other areas normally considered storage as described above on the largest shift may be provided. In the case of Industrial uses, regardless of other factors, the final required number of spaces required shall not be less than the calculation described above plus twenty percent or based on the floor area calculation for basic floor area above, whichever is greater.
- B. Fractional Spaces.** When the number of required off-street parking spaces results in a fractional space, the fractional space shall be rounded up to the next highest whole number.
- C. Multiple Nonresidential Uses.** If several nonresidential uses occupy a single parcel or building, the off-street parking and loading requirements shall be the cumulative total for all uses. However, centers with multiple retail, service, or restaurant tenants shall be classified cumulatively as "shopping center" for the purposes of parking requirements.
- D. Mixed-Use Development; Shared Parking.** A reduction of required parking spaces based on the sharing of parking in mixed-use development is permitted as provided in **Section 9.205, Mixed Uses and Shared Parking**.
- E. Reduction of Parking for Drive-Through Service.** Restaurants and financial institutions that provide drive through service that complies with the stacking requirements of **Section 9.303, Vehicle Stacking Requirements**, may reduce number of required parking spaces by 50 percent for financial institutions.
- F. Reduction of Parking or Loading Requirements by Demonstration of Lesser Demand.**
1. The City may approve a reduction in the number of required parking or loading spaces if the applicant demonstrates

that such a reduction is appropriate based on specific parking demand forecasts for the proposed use, provided that:

- a. Such forecasts are made by a qualified traffic engineer, and are based upon a peak parking analysis of at least five comparable uses; and
 - b. The comparability of the uses shall be documented in detail, which includes their location, size, transportation system access, use restrictions, and all other factors that were considered by the traffic engineer that could affect parking demand.
2. The City may retain a qualified traffic engineer at the applicant's expense to review the parking demand forecast and provide recommendations to the City.
 3. The City may rely on the applicant's special study or the special study conducted by the City's consultant.
 4. The Plan Commission may require that space be reserved or land-banked for additional parking upon a determination that there is a reasonable likelihood that the nature of the use could change in a manner that increases its parking demand.

G. Reduction of Parking Requirements by Provision of Bicycle Amenities. The Planning Director may authorize a ten percent reduction in the number of required off-street parking spaces for development that provides amenities or incentives for bicyclists that are in addition to the provision of outdoor bicycle parking spaces. Examples of accommodations that would qualify for the credit include:

1. Enclosed bicycle lockers;
2. Employee shower facilities, lockers, and dressing areas; or
3. Meaningful financial incentives for employees to bicycle to work.

H. Additional Credits. See **Section 9.203, On-Street Parking and Public Lot Credit.**

Sec. 9.203 On-Street Parking and Public Lot Credit

A. Generally. In the CBD (residential uses), CP and CA Districts, the applicant may deduct from the required parking its share of on-street parking spaces and any public lot parking as follows:

B. Calculation of Credit. The credit shall be calculated according to the following formula:

1. **Parking Credit = 0.8 x (Sa x P)**, where:
 - a. **Sa** is equal to the area of the applicant's parcel divided by the area within 600 feet of the boundaries of the parcel proposed for development that are within the same zoning district in which the parcel is located; and
 - b. **P** is equal to the total number of parking spaces on streets and in public parking lots that are located within 600 feet of the boundaries of the parcel proposed for development that are within the same zoning district in which the parcel is located.
2. The values for **Sa** and **P** shall be demonstrated by a survey.

Sec. 9.204 Location of Off-Street Parking

A. Location of On-Site, Off-Street Parking. Parking shall be set back behind any required bufferyard. Parking spaces, aisles, and turning areas shall not encroach upon or overhang any street, driveway, or public right-of-way.

B. Location of Off-Site, Off-Street Parking. Parking or overflow parking may be located off-site in common parking areas, subject to the maximum distance requirements of **Table 9.204, Distance to Required Parking.**

**Table 9.204:
Distance to Required Parking**

Use	Location of required parking	Location of overflow or valet parking
Single-family (except atrium homes and townhouses)	Same lot as principal building	Within 600 feet of lot
Atrium homes, townhouses, and multi-family	Within 180 feet of principal building being served	Within 600 feet of principal building being served
Multifamily in CP and CBD Districts	Within 330 feet of principal building being served	Within 600 feet of principal building being served
All other uses	Within 600 feet of principal building being served	Within 600 feet of principal building being served

- C. **Guest Parking.** In the GR and UR districts, guest parking in excess of the minimum parking requirements may also be permitted in platted guest parking islands within enlarged cul-de-sacs. However, in no case shall required parking be located within the guest parking islands.

Sec. 9.205 Mixed Uses and Shared Parking

- A. **Generally.** Mixed-use development may be granted reductions in required parking that are available pursuant to this Section.
- B. **Shared Parking Table.** Shared parking allows a reduction in the total number of required parking spaces when a parcel is occupied by two or more uses which typically do not experience peak parking demands at the same time. When any land or building is used for two or more uses that are listed below, the minimum total number of required parking spaces may be determined by the following procedures:
1. Multiply the minimum required parking for each individual use, excluding spaces reserved for use by specified individuals or classes of individuals, by the appropriate percentage listed in **Table 9.205, Shared Parking Table**, for each of the designated time periods.
 2. Calculate a sum for all uses for each of the five columns. The minimum parking requirement is the highest of these sums.
 3. In general, the maximum reduction pursuant to **Table 9.205, Shared Parking Table**, shall be 25 percent. However, a greater reduction is permitted, provided that:
 - a. Sufficient land is set aside for each parking space in excess of the 25 percent reduction that is not constructed, so that the spaces may be constructed at a later date should the City Engineer determine that they are necessary; and
 - b. The property owner executes and records a document that guarantees that the spaces will be constructed upon written order of the City Engineer.

Table 9.205: Shared Parking Table					
Use	Weekday			Weekend	
	Night (12AM to 6AM)	Day (6AM to 6PM)	Evening (6PM to 12AM)	Day (6AM to 6PM)	Evening (6PM to 12AM)
Residential	100%	60%	90%	80%	90%
Office	5%	100%	10%	10%	5%
Retail / Commercial	5%	70%	90%	100%	70%
Commercial Lodging	80%	80%	100%	50%	100%
Restaurant	10%	50%	100%	50%	100%
Entertainment	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

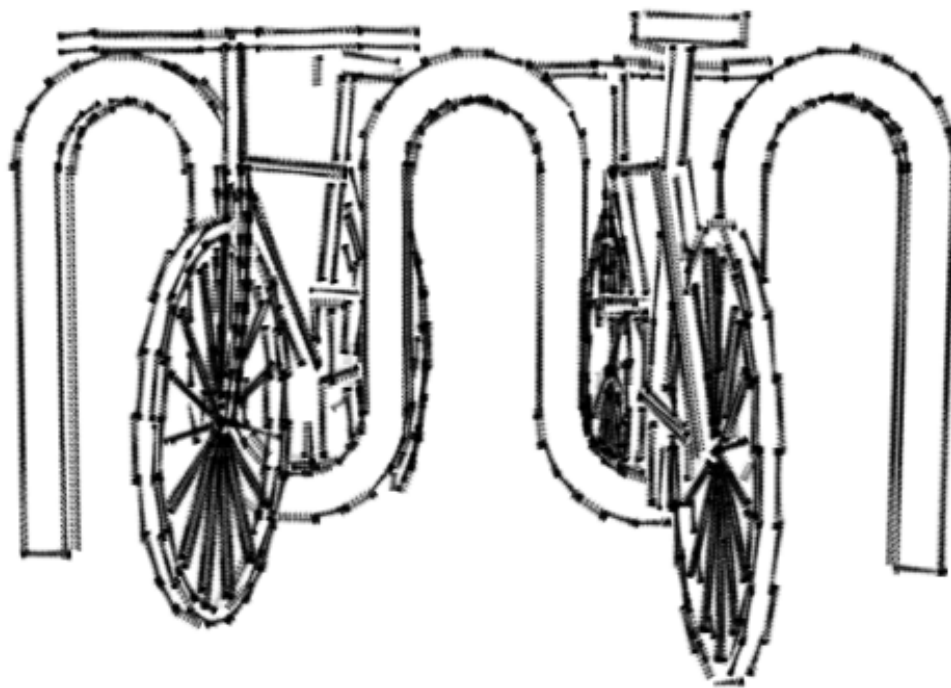
- C. **Special Shared Parking Study.** It is understood that uses may have very different hours of operation and peak parking demand hours. The City desires to encourage the sharing of parking and reduced impervious surfaces. Thus, where a reduced need for parking exists, the City may reduce the required number of spaces. If the methodology in **Table 9.205, Shared Parking Table**, is not used, a special study shall document the parking required for mixed uses by reviewing peak loading times for uses during a 24-hour day and designing for the peak hour demand.
1. The study shall provide data on the following:
 - a. The recommended parking needs of the project.
 - b. The sensitivity of the proposed uses to change. For example, a center with no restaurant could have significant

- changes in parking if a restaurant was added.
 - c. Similar mixes of uses in other areas of the community.
 - d. Degree of variability of parking for individual uses (average, range, and standard deviation).
2. The City may require a reserved open area if it believes that the risk of parking needs changing over time so warrants. Once the project is occupied and well established, if there is a surplus of parking, the applicant may petition for additional development capacity and parking using the reserved area.
- D. Shared Parking Among Lots Under Different Ownership.** When a shared parking reduction is to be applied to uses on several lots under different ownership, the following shall be provided:
- 1. A plan that provides for interconnected lots;
 - 2. Recorded easements that provide, at a minimum, for:
 - a. Cross-access among the parking areas and connections to permit parking by the different uses anywhere in the connected properties;
 - b. Allocation of maintenance duties;
 - c. A pedestrian circulation system that connects uses and parking areas, making it easy and convenient to move between uses; and
 - d. A right of enforcement by the City.

Sec. 9.206 Bicycle Parking

- A. Applicability.** Bicycle parking shall be required pursuant to this Section for:
- 1. All parcels proposed for development that have parking lots with 20 or more parking spaces; and
 - 2. All recreation areas within subdivisions.
- B. Number of Bicycle Parking Spaces.**
- 1. Surface parking lots: One bicycle parking space per 10 parking spaces, to a maximum of ten bicycle parking spaces
 - 2. Structured parking lots:
 - a. Minimum number of bicycle parking spaces: six
 - b. Structures with more than 120 parking spaces shall provide one bicycle parking space per 20 parking spaces,
 - c. Maximum requirement (additional spaces are optional): 10
 - 3. Recreation areas within subdivisions: One bicycle parking space per three parking spaces.
 - 4. Bicycle racks are not required for bicycle parking associated with single-family detached, single-family attached, and multiplex residential uses. Required bicycle parking for such residential uses may provided in garages, storage rooms and other resident accessible, secure areas.
- C. Bicycle Parking Design Standards.**
- 1. Bicycle parking shall be designed so that:
 - a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped lock if both wheels are left on the bicycle. See **Figure 9.206, Permitted Bicycle Parking Example - Wave Rack.**
 - b. A bicycle that is six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheel components.
 - c. Racks must be securely anchored.
 - d. Areas devoted to bicycle parking shall be hard surfaced.
 - e. Bicycle parking designs that only allow one locking point at the wheel are prohibited.

Figure 9.206:
Permitted Bicycle Parking Example - Wave Rack



D. Bicycle Parking Location Standards.

1. Short-term bicycle parking must be located within 50 feet of the principal building entrance, at the same grade as the sidewalk or accessible route.
2. An aisle at least five feet wide shall be provided behind all required bicycle parking to allow room for bicycle maneuvering.
3. If required bicycle parking is not visible from the street or principal building entrance, a sign shall be posted at the principal building entrance indicating the location of the bicycle parking.

E. Bicycle Parking Maintenance Standards. The property owner or property owners' association shall maintain bicycle parking. Damaged, rusted, or missing racks shall be repaired or replaced, as appropriate, in order to create a secure parking facility for bicycles in accordance with this Section.

F. Administrative Adjustments. The Planning Director is authorized to approve an administrative adjustment reducing the number of bicycle spaces if it is demonstrated that:

1. The use will not generate any bicycle traffic; or
2. It is impossible to provide bicycle parking at the subject location.

DIVISION 9.300 PARKING AND LOADING DESIGN

Sec. 9.301 Parking Space, Driveway and Module Standards

A. Standard Parking Space Dimensions. Parking spaces shall have the following dimensions.

1. Standard Parking Space: 9 ft. x 20 ft.; however, in locations where the vehicle may overhang the edge of pavement, the length of a standard parking space may be reduced to 18 ft.
2. Compact Parking Space: 9 ft. x 16 ft.

B. Number of Required Disabled Parking Spaces. Disabled parking shall be provided as set out in **Table 9.301, Disabled Parking Requirements**, or as required by the Americans with Disabilities Act, whichever provides for more disabled parking. Disabled parking is included in the total number of required parking spaces.

**Table 9.301:
Disabled Parking Requirements**

Number of Required Parking Spaces	Number of Disabled Spaces	Number of Disabled Spaces that Must be Van Accessible
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	1
301 to 400	8	1
401 to 500	9	2
501 to 1000	2 percent of total	1 out of 8 disabled parking spaces,rounded up
1001 and over	20 plus 1 for each 100 over 1000	1 out of 8 disabled parking spaces,rounded up

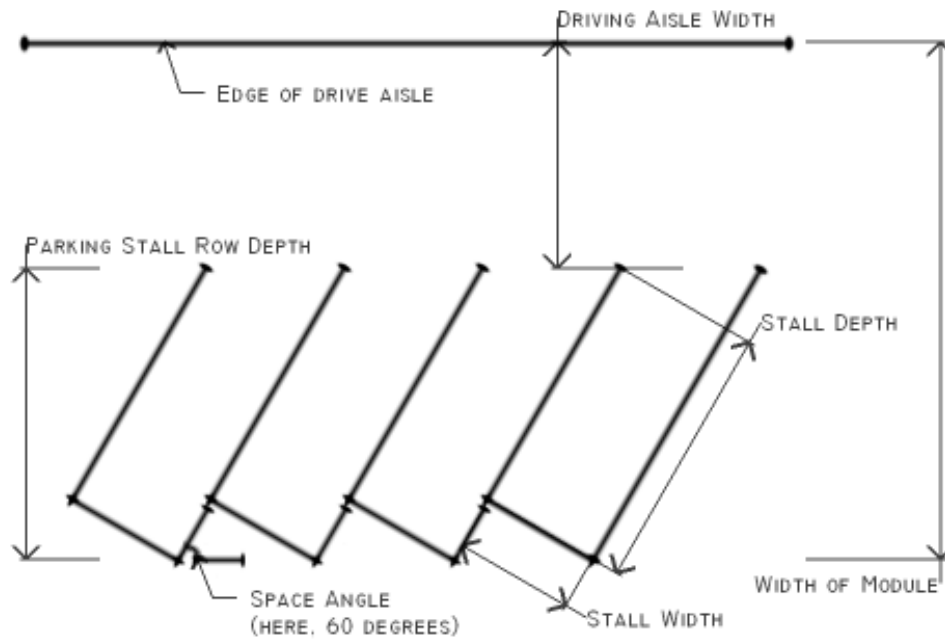
- C. **Disabled Parking Space Dimensions, Design, and Location.** The dimensions, design, and location of disabled parking spaces shall be as required by the Americans with Disabilities Act. A summary of requirements is provided in , **Illustrations.**
- D. **Parking Space Markings.** All standard and accessible parking spaces shall be clearly marked as set out in the [Standards Manual](#), which shall not be inconsistent with this Section.
- E. **Vertical Clearance.** A vertical clearance of not less than eight feet shall be provided over all parking spaces. Additional clearance shall be provided for larger vans, sports utility vehicles, and light trucks that require such clearance if parking demand from such vehicles is anticipated. All parking garage entrances shall include an overhead bar to alert oversized vehicles regarding clearance.
- F. **Parking Module Dimensions.** Parking modules shall be dimensioned as shown in **Table 9.301, Minimum Horizontal Parking Dimensions for Standard Automobiles.** The dimensions that are set out in the table are illustrated in **Figure 9.301.B., Parking Module Standards.**

**Table 9.301:
Minimum Horizontal Parking Dimensions for Standard Automobiles**

Dimension	One-Way	Space Angle (degrees)			
	Parallel	30	45	60	90
One Row of Parking					
Parking stall row depth	9 ft.	17.8 ft.	20.5 ft.	21.8 ft.	20 ft.
Driving aisle width	12 ft.	12 ft.	14 ft.	17 ft.	22 ft.
Minimum width of module (row & aisle)	21 ft.	29.8 ft.	34.5 ft.	38.8 ft.	42 ft.
Interlock reduction (per overlapping parking stall row, see Figure 9.301B, <i>Interlock Reductions</i>) (ft.)	0	3.2 ft.	2.25 ft.	0 ft.	
Two Rows of Parking					
Parking stall row depth (total for both rows)	18 ft.	35.6 ft.	41 ft.	43.6 ft.	40 ft.
Driving aisle width	12 ft.	12 ft.	14 ft.	17 ft.	22 ft.
Minimum width of module (rows & aisle)	30 ft.	47.6 ft.	55 ft.	60.6 ft.	62 ft.
Interlock reduction (per overlapping parking stall row) (ft.)	0	3.2 ft.	2.25 ft.	0	

**Figure 9.301A:
Parking Module Standards**

Single Row of Parking



Two Rows of Parking

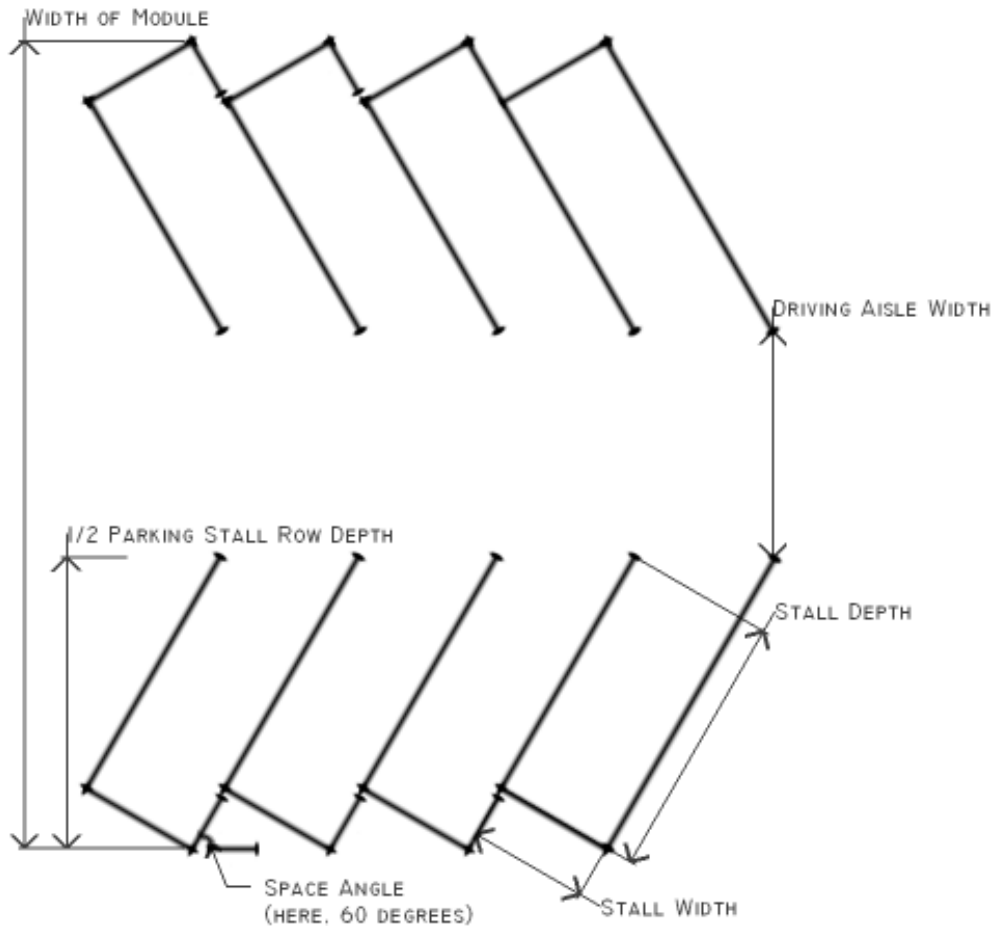
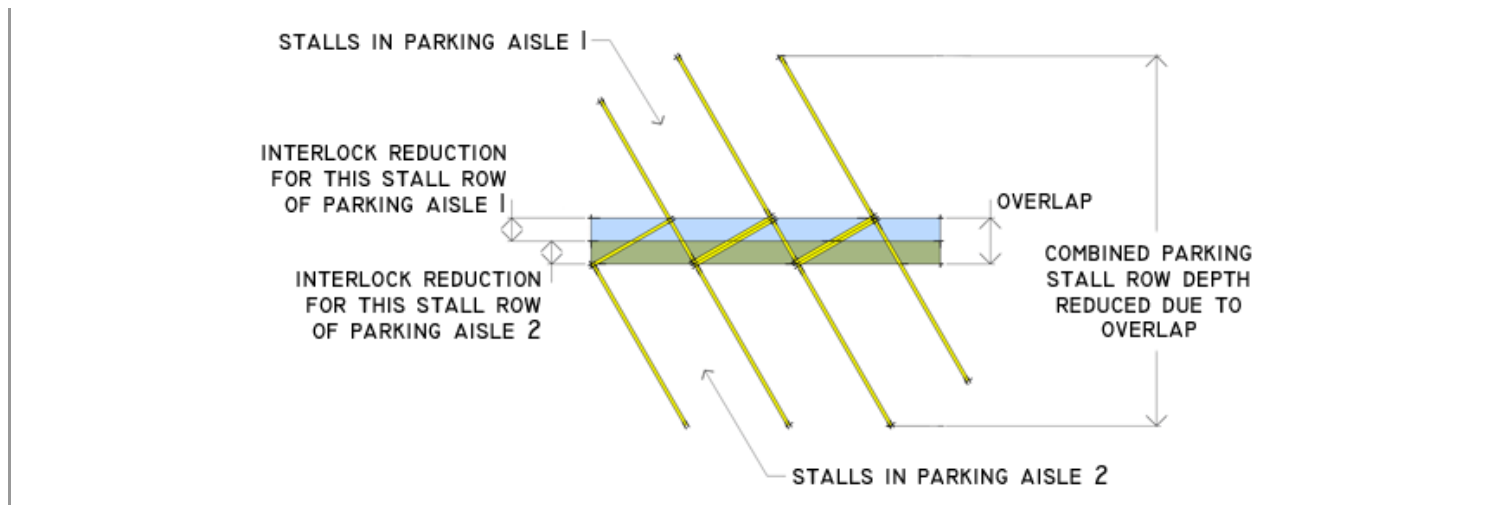


Figure 0-5-302C
Interlock Reductions

The interlock reduction is available on any side of an angled parking row that interlocks with another angled parking row.



- G. **Residential Driveway Design.** Driveways for residential units leading to/from any garage or carport shall not be less than 20 feet in length as measured from the property line, and in cases where a public sidewalk is not present, the minimum distance between the street and any garage or carport shall be 30 feet.

Sec. 9.302 Off-Street Loading

- A. **Generally.** All uses shall provide off-street loading as required by [Table 9.201, Minimum Parking and Loading Requirements](#). Loading spaces shall be designed as follows:
- B. **Dimensions.**
1. Minimum width of loading bay (side to side): 12 feet.
 2. Minimum length of loading bay (front to back):
 - a. For semi-trailers: 60 feet.
 - b. All other loading spaces: 25 feet.
 3. Minimum vertical clearance: 14 feet.
- C. **Use of Right-of-Way.** Where off-street loading areas are required, at no time shall any part of a truck or van be allowed to extend into a public right-of-way while the truck or van is being loaded or unloaded.
- D. **Maneuvering Space.** Adequate off-street truck maneuvering space shall be provided on lot and not within any public street right-of-way or other public lands so that trucks can maneuver to the docking area.
- E. **Location.** All loading areas are required to be located on the same lot as the building or lot served by the loading area. Semi-trailer loading spaces and loading docks shall be located behind buildings and completely screened from view from adjacent properties and public rights-of-way by walls, enclosures, berms, or landscaping. Loading areas shall be located such that no part of a truck extends into right-of-way or interferes with parking access while it is loading or unloading.
- F. **Fire Exit or Emergency Access.** Off-street loading facilities shall be designed so as not to interfere with any fire exits or emergency access facilities to either a building or site.

Sec. 9.303 Vehicle Stacking Requirements

- A. **Generally.** Uses that include drive-through service shall provide at least:
1. Financial institutions, convenience stores, or pharmacies: Four stacking spaces per window, including the position at the window.
 2. Drive through restaurants:
 - a. Four stacking spaces to each menu board;
 - b. Four stacking spaces between the menu board and the first window (including the position at the first window); and

- c. Two spaces between the first window and the second window (including the position at the second window).
3. Dry cleaners: Two stacking spaces, including the position at the window.

B. Design.

1. A stacking space is eight feet wide by 18 feet long, exclusive of access drives and parking aisles.
2. Stacking lanes shall be clearly marked, and shall not interfere with on-site or off-site traffic circulation.
3. Stacking areas shall not be located between the facade of a building and the public street upon which the building fronts.
4. Stacking lanes shall be designed with an abutting eight-foot wide bypass lane.

Sec. 9.304 Use of Parking and Loading Areas

A. Storage Prohibited.

1. Required off-street parking spaces shall be available for operable passenger automobiles of the residents, customers, patrons, and employees of the use to which they relate.
2. Storing materials, boats, campers, recreational vehicles, or inoperable vehicles, or parking trucks or trailers is prohibited in parking areas, unless:
 - a. The outdoor storage use is permitted in the applicable zoning district and approved for the subject property;
 - b. The areas that are set aside for such parking are not counted towards the parking requirements for the use; and
 - c. The areas that are set aside for such parking comply with the requirements for outdoor storage (e.g., buffering or screening of outdoor storage areas).
3. The long-term storage of trailers in loading spaces is prohibited. Such spaces shall be available for routine use by delivery vehicles.
4. Trash enclosures, dumpsters, and transformers shall not be located in parking areas.

B. Vehicle Work Prohibited. No major vehicle work of any kind or nature is permitted within off-street parking facilities.

C. Blocking Access Prohibited.

1. Blocking loading spaces or parking spaces is prohibited.
2. Loading spaces or parking spaces shall not be designed or located in a manner that blocks access to other loading spaces, parking spaces, driving aisles, fire lanes, ingress or egress points, or building entrances.
3. Parking, loading, and access areas shall be kept free of permanent or moveable structures which block access, of any type (e.g., trash receptacles or compactors).
4. Parking within a driveway approach or across public sidewalks is prohibited.

D. Sales. The sale of goods in a parking lot is prohibited, except when the applicable requirements for temporary sales, as set out in **Division 2.600, Temporary Uses**, are met.

E. Residential Parking. Parking for residential uses is restricted to motor vehicles that are less than 22 feet in length. Vehicles shall be parked on paved driveways or parking areas, which in the case of single-family, single-family attached, and multiplex development, shall relate to a garage or carport. In areas where there are no garages or carports, motor vehicles that are less than 22 feet in length may be parked on off-street parking lots or paved driveways that are constructed perpendicular to a minor residential street.

Sec. 9.305 Surfacing and Maintenance of Off-Street Parking Areas

A. Surfacing. Off-street parking areas shall be surfaced as follows:

1. In general, off-street parking areas that are required to have more than three parking spaces shall be graded and surfaced with concrete or other material approved by the City Engineer that will protect against potholes, erosion, and dust, according to the City's engineering standards manual.
2. The City Engineer may permit less durable surfaces (such as grass pavers, crushed stone, or gravel) for off-street parking facilities that serve athletic fields, public or private parks, low-turnover uses, and overflow parking needs, provided that:

- a. The perimeter of such parking areas is defined by bricks, stones, railroad ties, or other similar devices; and
 - b. Surfaces with loose materials are set back at least 25 feet from a public street.
- B. Maintenance.** Off-street parking surfaces shall be kept in good condition and parking space lines or markings shall be kept clearly visible and distinct.

DIVISION 9.400 ACCESS MANAGEMENT AND CIRCULATION

Sec. 9.401 General Access Management Provisions

- A. Compliance with this Division.** The City recognizes that there are many different contexts in which compliance with the standards of this Division are more or less feasible. **Table 9.401, Compliance with Access Management Regulations**, sets out six generalized situations, the access management objective with respect to the particular situation, and the alternative methods available to the applicant for complying with the requirements of this Division.

Table 9.401: Compliance with Access Management Regulations			
Land Use	Situation	Objective	Method of Compliance
Single Family, Duplex, or Twin Home	Individual lot seeks direct connection to arterial or collector street.	Prevent direct access to thoroughfares.	Avoid connection to arterial or collector street. If no other access is feasible, investigate alternative use. If no other use is feasible, City Engineer may approve connection if driveway is designed so that vehicles do not back out into traffic.
All uses other than single family, duplex, or twin home	Lot proposed for development abuts lots that are built, have individual access connections, and do not comply with spacing requirements.	Allow reasonable access for existing lots, but consolidate access at first available opportunity.	Existing access may be maintained, but if thresholds of Subsection D. are met, then compliance with Section 9.405.A. is required. If there is no existing access, then temporary access may be created upon demonstration of compliance with Section 9.405.A.
	Lot proposed for development is to be subdivided into several commercial lots.	Ensure that new subdivisions do not frustrate the City's access management objectives.	Lots are created with the minimum frontage required by Section 9.402, Minimum Arterial Frontage and meet the access spacing and corner clearance standards of Section 9.403, Access Spacing and Corner Clearance ; or subdivider provides for common access (Section 9.405) and the common access meets the requirements of Section 9.403, Access Spacing and Corner Clearance .
	Existing lot proposed for development does not conform to Section 9.402, Minimum Arterial Frontage and at least one abutting lot under separate ownership is not developed.	Allow reasonable access for existing lot, and ensure that future development will have shared or cross access as necessary to ensure compliance with this Division.	Provide access in compliance with the access spacing and corner clearance standards of Section 9.403, Access Spacing and Corner Clearance and provide for future common access as will ensure implementation of such standards as provided in Section 9.405, Common Access and Internal Cross Access .
	Lot proposed for development abuts another lot under common ownership.	Ensure that development of commonly owned property does not frustrate City's access management objectives.	Lots are consolidated, if necessary, to meet the minimum frontage required by Section 9.402, Minimum Arterial Frontage and meet the access spacing and corner clearance standards of Section 9.403, Access Spacing and Corner Clearance ; or applicant provides for common access (Section 9.405) and the common access meets the requirements of Section 9.403, Access Spacing and Corner Clearance .
	Lot proposed for development abuts another lot which has recorded a covenant pursuant to Section 9.405, Common Access and Internal Cross Access .	Ensure that recorded common access and cross access covenants are carried out.	Common access or internal cross access is provided as set out in the recorded document. If the common access point would prevent an adjacent undeveloped lot from complying with this Division, then a covenant to provide common or cross access shall be provided as set out in Section 9.405, Common Access and Internal Cross Access .
	Lot proposed for development is located in a signature corridor overlay district, pursuant to Division 13.300, Signature Corridor Overlay Districts .	Ensure that Signature Corridor plan is carried out.	Frontage street or reverse frontage street shall be provided to connect to abutting parcels. If frontage street or reverse frontage street is not already established, the City Engineer shall determine which alignment is appropriate based on which will provide the safest and most efficient access to all of the parcels in the same block.

- B. Degree of Compliance.** If the width of a lot or other constraint prevents an individual access from being compliant with **Section 9.403, Access Spacing and Corner Clearance**, then common access shall be provided via joint access and/or cross-access easements. Even if common access does not achieve compliance with **Section 9.403, Access**

Spacing and Corner Clearance, it shall be utilized if it creates a wider spacing between access points than would be provided in the absence of common access.

C. **Alternative Access for Corner Lots.** Lots that abut intersections of arterial streets and local streets shall take access from the minor street if the access meets the corner clearance requirements of **Section 9.403, Access Management and Corner Clearance**.

D. **Timing of Compliance with this Division.**

1. New development and subdivision shall demonstrate compliance with this Division for each required development approval.
2. Properties with access connections that do not meet the requirements of this Division shall be brought into compliance to the greatest extent possible when modifications to the roadway are made or when a change in use results in one or more of the following conditions:
 - a. A connection permit is required.
 - b. Site review or platting is required.
 - c. The site experiences an increase of 20 percent or greater in peak hour trips or 100 vehicles per hour in the peak hour, whichever is less, as determined by one of the following methods:
 - i. An estimation based on the Institute of Traffic Engineers (ITE) Trip Generation manual (latest edition) methodology for typical land uses, or
 - ii. Traffic counts made at similar traffic generators located in the City, or
 - iii. Actual traffic monitoring conducted during the peak hour of the adjacent roadway traffic for the property.
3. If the principal activity on a parcel with access connections that do not meet the regulations of this Division is discontinued for a period of one year or more, then upon establishment of any use, the parcel must comply with all applicable access requirements of this Division to the extent possible.

Sec. 9.402 Minimum Arterial Frontage

A. **General.** In general, the minimum arterial frontage that is required of lots that take direct access from an arterial of any type shall not be less than that shown in **Table 9.402, Minimum Arterial Lot Frontage**. No new lots shall be created that have less frontage than set out in **Table 9.402, Minimum Arterial Lot Frontage**, unless the subdivider provides for common access as set out in Subsection C.

Table 9.402: Minimum Arterial Lot Frontage	
Posted Speed Limit (mph)	Minimum Connection Spacing (ft.)
≤ 30	225
35	275
40	330
45	385
≥ 50	450

B. **Increased Frontage Requirement.** A greater lot frontage may be required for driveways greater than 25 feet in width, or development that requires more than one access connection to the arterial.

C. **Decreased Frontage Requirement.** A lesser lot frontage may be provided for lots with common access easements and shared access driveways, provided that the standards of **Section 9.403, Access Spacing and Corner Clearance**, are met, and legal instruments are recorded as provided in **Section 9.405, Common Access and Internal Cross Access**.

Sec. 9.403 Access Spacing and Corner Clearance

A. **Local Streets and Collectors.** There shall be a minimum spacing between the near edges of adjacent access points to minor streets and collectors as set out in **Table 9.403.A., Access Spacing, Minor Streets and Collectors**.

**Table 9.403.A.:
Access Spacing, Minor Streets and Collectors**

Street Classification of Abutting Lot Frontage	Minimum Connection Spacing (ft.)
Residential Driveways	
Minor Street	30
Collector Street	30
Commercial, Recreation, and Institutional Driveways	
Minor Street	30
Collector Street	75
Industrial Driveways	
Minor Street	40
Collector Street	75

B. Arterials. There shall be a minimum spacing between the near edges of adjacent access points to high speed principal arterials, principal arterials, and minor arterials, as set out in **Table 9.403.B., Access Spacing, Arterials.**

**Table 9.403.B.:
Access Spacing, Arterials¹**

Posted Speed Limit (mph)	Minimum Connection Spacing (ft.)
≤ 30	200
35	250
40	305
45	360
≥ 50	425

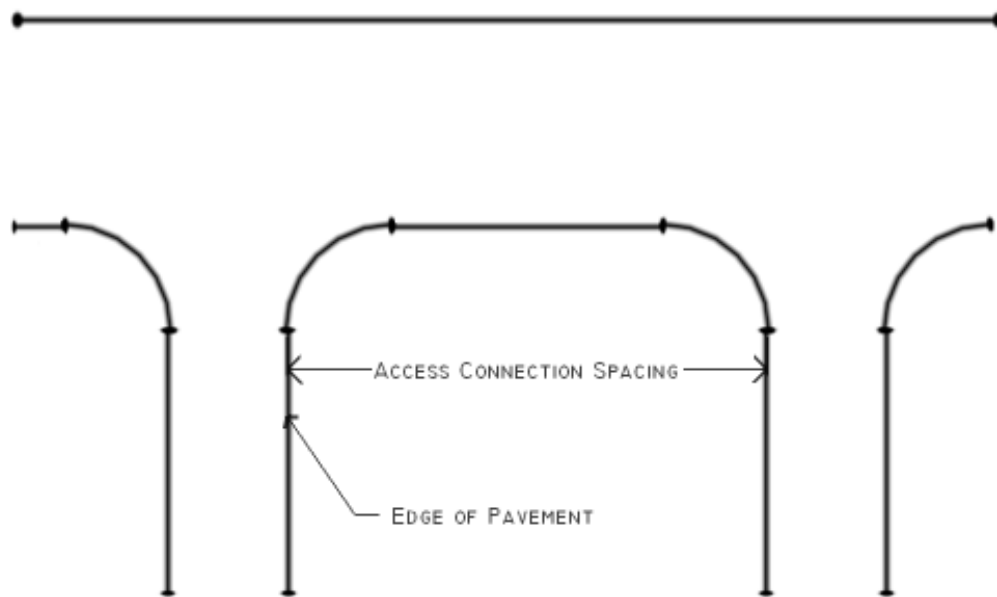
¹ Signature corridors may have different requirements. See **Section 11.303 General Design Standards for Signature Corridor Right-of-Way.**

C. Access Spacing, Opposite Sides of Street. In order to prevent conflicting left-turn movements, connections on opposite sides of the street shall be directly opposite each other or offset by a distance of at least 75 feet, unless a median prevents the potential conflicts.

D. Measurement of Access Spacing. The minimum spacing requirements of this Section are measured along the edge of the travel way, from the closest edge of pavement of the first access connection to the closest edge of pavement of the second access connection, including corner clearance, as illustrated in **Figure 9.403, Measurement of Access Connection Spacing.** Access points include streets, alleys, driveways, and service roads.

**Figure 9.403:
Measurement of Access Connection Spacing**





D. Corner Clearance.

- For all uses located on corner lots, there shall be a minimum clearance between the near edge of the nearest access point and the property corner at street intersections. A minimum tangent length of five feet shall be required between the curb return and the property line extended, and no access point shall interfere with fire hydrants, storm inlets, or other curb frontage improvements. The minimum clearances are set out in **Table 9.403.C., Minimum Corner Clearance, City Streets**. The distances shown below are minimums, however, since site and intersection design must be considered on an individual basis, all clearance lengths are subject to review and approval by the City Engineer.

**Table 9.403.C.:
Minimum Corner Clearance, City Streets**

Street Classification	Intersecting Street Classification	Minimum Corner Clearance	
		Street	Intersecting Street
Residential Driveways			
Minor	Minor	20 feet	20 feet
Minor	Collector	30 feet	30 feet ¹
Collector	Collector	30 feet ¹	30 feet ¹
Arterial	Minor	Restricted	75 feet
Arterial	Collector	Restricted	75 feet ¹
Arterial	Arterial	Restricted	Restricted
Commercial and Industrial Driveways			
Minor	Minor	30 feet	30 feet
Minor	Collector	30 feet	30 feet
Collector	Collector	75 feet	75 feet
Arterial	Minor	125 feet ²	75 feet
Arterial	Collector	125 feet ²	75 feet
Arterial	Arterial	125 feet ²	125 feet ²

¹ Applies to multifamily driveways, and to other residential driveways as limited by Section 9.401, General Access Management Provisions.

² A variance is required for corner lots with arterial street frontage where the required corner clearance cannot be met as a result of its lot width or depth.

2. If the dimensions of an existing lot and the absence of a reasonable opportunity for shared access make compliance with Paragraph E.1. impractical, then right-in, right-out access may be permitted at the farthest available point away from the intersection. For example, a light automobile service use (e.g., a gas station) that cannot establish shared access with neighboring properties may be permitted to have two right-in, right-out access points (one on each frontage), provided that they are located as far away from the intersection as possible.
3. Where ownership allows, and the geometry of the street intersection warrants, the minimum corner clearance shall be greater than shown in **Table 9.403.C., Minimum Corner Clearance, City Streets**.

Sec. 9.404 Access Dimensions

- A. **General.** The dimensions of access points are based on the peak hour trip generation volume of the uses to which access is to be provided. Peak hour trips may be allocated to one or more proposed access points. A qualified engineer shall provide the calculations for peak hour trip generation and assignment to proposed access points. However, the low impact uses described in subsections B. and C. are not required to provide calculations by an engineer with respect to trip generation and assignment.
- B. **Single-Family, Twin Home, and Duplex Lots.** Each lot that contains a single-family, twin home, or duplex shall have no more than two driveways along any street frontage. Driveway width shall not exceed the width set out in **Table 9.404.A., Maximum Width of Access**.

Table 9.404.A.: Maximum Width of Access		
Use Classification	Standard	Maximum Access Width (ft.)
Single-Family Residential	One-car garage (max. width)	24 ft.*
	Two-car garage (max. width)	
	Three-car garage (max. width)	
Twin Home and Duplex	Two, one-car garages (max. width)	
	Two, two-car garages (max. width)	
* Standards in accordance with the <i>City of Valparaíso Specifications and Standards for Acceptance of Municipal Improvements</i> .		

- C. **Low Volume Presumption.** The following uses are presumed to required only a single low volume access point, as described in **Table 9.404.B., Access Standards, General**, or, if located within the Urban Residential (UR), Central Business District (CBD), Central Place (CP), or Residential Transition (RT) district, **Table 9.404.C., Access Standards, Urban Areas**. Uses that are presumed to be of low impact pursuant to this subsection shall not require additional analysis for so long as the conditions of this subsection are met:
1. All residential development of less than 50 units which is not of a type that is subject to subsection B.
 2. All nonresidential development, except light automobile service, in which less than 5,000 square feet of floor area is served by the access point.
- D. **Standard Dimensional Requirements.**
1. In all districts except the Urban Residential (UR), Central Business District (CBD), Central Place (CP), and Residential Transition (RT) districts, the access standards of **Table 9.404.B., Access Standards, General** apply.

Table 9.404.B.: Access Standards, General						
Access Type	Maximum peak hour volume	Access Lanes and Lane Widths	Reservoir	Radius Return by Street Functional Classification		
				Arterial	Collector	Minor
Low Volume	50 trips	12 ft. ingress; 12 ft. egress	25 ft.	30 ft.	20 ft.	15 ft.
Mid-Volume	200 trips	14 ft. ingress; 4 ft. median;	50 ft.	30 ft.	20 ft.	15 ft.

		2 12 ft. egress*				
High Volume	500 trips	14 ft. ingress; 4 ft. median; 2 12 ft. egress*	100 ft.	35 ft.	30 ft.	20 ft.

* Only 1 egress shall be required if the access point is configured as a right-in, right-out access.

2. In the Urban Residential (UR), Central Business District (CBD), Central Place (CP), and Residential Transition (RT) districts, the access standards of **Table 9.404.C., Access Standards, Urban Areas** apply.

Table 9.404.C.: Access Standards, Urban Areas						
Access Type	Maximum peak hour volume	Access Lanes and Lane Widths	Reservoir	Radius Return by Street Functional Classification		
				Arterial	Collector	Minor
Low Volume	150 trips	12 ft. ingress; 12 ft. egress	25 ft.	25 ft.	20 ft.	15 ft.
Mid-Volume	300 trips	12 ft. ingress; 2 11 ft. egress*	25 ft.	25 ft.	20 ft.	15 ft.
High Volume	500 trips	14 ft. ingress; 4 ft. median; 2 11 ft. egress*	50 ft.	30 ft.	25 ft.	20 ft.

* Only 1 egress shall be required if the access point is configured as a right-in, right-out access.

- C. **Measurement of Reservoir.** Generally, the reservoir indicated in Tables 11.404.B. and 11.404.C. is measured from the property line to the edge of the first parking space or aisle. However, the reservoir may be measured from the edge of pavement of the adjacent street if it is demonstrated that:
1. Measurement from the edge of pavement allows for an improved site design; and
 2. It is not anticipated that the adjacent street will be widened for at least 25 years.
- D. **Peak Hour Volume in Excess of 500 Trips.** If the peak hour volume of an individual access point exceeds 500 trips, the access point shall be designed as a street intersection. Further access to lots or parking areas shall be evaluated according to the standards of this Division (e.g., the corner clearance standard will apply to the distance from the intersection to the first internal access connection, and the reservoir standard will apply to the distance between the connection and the first parking space).
- E. **Alternative Design.** The City Engineer may require that access points be configured as right turn in, right turn out when the provision of left turn access would result in significant disruption of traffic flow on the public street.

Sec. 9.405 Common Access and Internal Cross Access

- A. **Separate Ownership; No Common Plan of Development.** Where adjacent properties are separately owned and not part of a common plan of development, the City may require common access or internal cross access as the parcels are developed, substantially improved, or redeveloped. As such, an applicant may be granted temporary individual access if:
1. The applicant demonstrates that a reasonable offer with regard to cross-access was refused by the adjacent landowner; and
 2. The applicant records a covenant acceptable to the Planning Director to ensure that the connection will be provided and access will be consolidated upon the earlier of:
 - a. Approval for development, substantial improvement, or redevelopment, of the adjacent property, if providing such connection is a requirement of the approval for the adjacent property; or
 - b. The applicant's parcel and the adjacent parcel coming under common ownership; and
 3. The applicant demonstrates that the proposed temporary access will not materially affect the safe and efficient flow of traffic.

- B. Common Ownership or Common Plan of Development.** Phased development, development sites under the same ownership, or development sites that are consolidated for the purposes of development and comprised of more than one building are considered unified parcels. Unified parcels shall provide access as follows:
1. The number of connections permitted shall be the minimum number necessary to provide reasonable access to the overall site and not the maximum available for the site's frontage; and
 2. Access to outparcels shall be internalized using the shared circulation system and designed to avoid excessive movement across parking aisles or queuing across surrounding parking and driving aisles.
- C. Terms.** The City may require that common and cross access easements include one or more of the following:
1. A continuous drive extending the entire length of each block it serves, or at least 1,000 feet of linear frontage along a thoroughfare, whichever is less.
 2. Sufficient width to accommodate a two-way access between properties, designed to accommodate automobiles and service and loading vehicles.
 3. Stub-outs and other design features to allow abutting properties to be tied in to provide future cross access.
 4. Linkage to other cross access drives in the area.
 5. Common access, internal cross access, and driveway entrance improvements for non-residential developments shall be made prior to the recording of a subdivision plat, unless proper surety has been posted to guarantee those improvements.
- D. Approval and Recording of Easements.**
1. Access that is shared by adjacent properties, whether under single or separate ownership, requires that an appropriate legal instrument to ensure continued shared access be approved by the Planning Director and recorded in the official public record at the applicant's expense. The recorded book and page number shall be referenced on any subsequent subdivision plats of the property.
 2. If there is an existing shared access for which there is no recorded legal documentation, such documentation shall be executed and recorded as provided in subsection D.1.

Sec. 9.406 Number of Access Points

A. General.

1. Generally, the maximum number of access points allowed will be the smallest number of access points that are necessary to accommodate the peak hour demands of the site. For example, if a use in the Commercial, General (CG) district generates 300 peak hour trips (see **Table 9.404.B., Access Standards, General**), then it would be served by one high volume access point, not six low volume access points
2. The maximum number of access points may be increased if:
 - a. The lot fronts on an arterial and one or more side streets of lesser functional classification;
 - b. Access to the site will be provided from the streets of lesser functional classification; and
 - c. The total number of access points along the arterial frontage is reduced.

B. Limitation. Nothing in this Section supersedes the other access management requirements of this Division.

Sec. 9.407 Modification of Access Management Requirements

A. Reduction of Spacing Requirements. The spacing requirements of **Section 9.403, Access Spacing and Corner Clearance**, may be reduced in any of the following circumstances:

1. Spacing may be based on an assessment of the individual safety and operational considerations of the proposed connection if:
 - a. Current average daily trip volume (ADT) on the segment of the arterial upon which the proposed development fronts is below 2,000; and
 - b. It is demonstrated that there is little, if any, potential for development within 25 years that would raise the ADT to more than 2,000.

2. Where adequate access connection spacing cannot be achieved, the City may permit lesser spacing when shared access is established with an abutting property. A shared access agreement shall be executed and recorded as provided in **Section 9.405.D. Common Access and Internal Cross Access**.
3. Where no other alternatives exist, construction of an access connection may be allowed along the property line farthest from the intersection or closest access. To provide reasonable access under these conditions, but also provide the safest operation, consideration should be given to designing the driveway connection to allow only the right-in turning movement or only the right-in/right out turning movements if feasible. In such a case, the applicant shall demonstrate that:
 - a. The inability to meet the access spacing requirements was not due to the owner subdividing the property after the effective date of this UDO without providing internal access;
 - b. A reasonable offer with regard to cross-access was refused by the adjacent landowner; and
 - c. A covenant acceptable to the Planning Director to ensure that the connection will be provided and access will be consolidated upon the earlier of:
 - i. Approval for development, substantial improvement, or redevelopment, of the adjacent property, if providing such connection is a requirement of the approval; or
 - ii. The applicant's parcel and the adjacent parcel coming under common ownership; and
 - d. Failure to comply with the access spacing requirements will not materially affect the safe and efficient flow of traffic.

B. Increase of Spacing Requirements. The City may require greater access spacing if the use will generate significant truck traffic.

Sec. 9.408 Traffic Impact Study

A. Generally. When required by an Enforcement Official or Designee, and as applicable, a Traffic Impact Study shall be conducted in accordance with the current edition of the Indiana Department of Transportation's (INDOT) *Applicant's Guide to Traffic Impact Studies*.

1. A preliminary meeting shall be held with the Enforcement Official or Designee prior to commencing the study to identify the study area and review analysis parameters.
2. The Traffic Impact Study may assess existing intersecting street(s) beyond the development (e.g., next adjacent major intersection) or be used to determine location of driveway accesses and/or pedestrian crossings.
3. The Traffic Impact Study shall analyze the proposed intersection control (e.g., stop signs, traffic signals) and auxiliary lane usage in consultation with the current editions of the *Indiana Manual on Uniform Traffic Control Devices* (IMUTCD) and *INDOT Design Manual* (IDM).
4. The Traffic Impact Study shall be a written document, certified by a professional engineer, and provided to the Enforcement Official or Designee for review prior to primary approval.

DIVISION 9.500 EXTERIOR LIGHTING STANDARDS

Sec. 9.501 Nonresidential Lighting Standards

A. Generally. The maximum permitted illumination and the maximum permitted luminaire height shall conform with this Section.

B. Fixture Type.

1. Generally, light fixtures shall be "cut-off" fixtures that limit lighting that is visible or measurable at the property line.
2. "No cut-off" fixtures may be used only for decorative purposes, provided:
 - a. They have luminaires that produce no more than 1,500 lumens (approximately equal to a 100W incandescent bulb);
 - b. They have a maximum height of 15 feet; and

c. They use energy-efficient bulbs, such as compact fluorescent (CF) or Light-Emitting Diodes (LEDs).

C. Parking Lot Illumination.

1. Parking Lot Light Fixtures shall be oriented to cast light downward toward the parking area.
2. Lighting for Parking lots with more than 15 parking spaces shall be reduced by 50% no later than 11 P.M, and or within 1 hour after closing of the business, whichever is later. Lighting reduction is only required if an adjacent use is residential.

D. Maximum Freestanding Fixture Height. No freestanding light fixture shall be greater than 25 feet in height.

E. Maximum Illumination.

1. Outdoor lighting shall be deflected, shaded and focused away from adjacent properties and/or right-of-way and shall not be a nuisance to such adjacent properties and/or right-of-way.
2. Outdoor lighting shall be designed so that any overspill of lighting onto adjacent properties and/or right-of-way shall not exceed the illumination level listed in Table 9.501, Maximum Illumination.

Table 9.501: Maximum Illumination	
Adjoining Use or District ; (Whichever is more restrictive)	Maximum Foot Candle; Measured Vertically and Horizontally
Open Space and Residential (ER, SR, GR, UR, NC, CN)	0.3 Foot-Candle
Commercial, Campus, and Mixed Use (CG, CBD, CP, RT, BP, CA)	0.5 Foot-Candle
Industrial (RU, INL, INH)	1 Foot Candle

3. The ground-level luminance ratio (the ratio between the luminance of the brightest point on the property and the darkest point on the property) shall not exceed 12 to one.
4. If additional light is necessary, it shall be provided within an enclosed structure.
5. Outdoor Lighting may exceed maximum overspill onto adjacent properties with Planning Director Review, provided:
 - a. The property owner is the same on both adjacent properties and has provided a written letter.
 - b. Outdoor Lighting shall be removed if the property or lot is sold or transferred to another property owner. Outdoor Lighting shall be removed within ninety (90) days from the selling or transfer of the lot.

F. Canopy Lighting. Canopy lighting for uses that have sheltered outside work or service areas, such as gas stations, shall meet the standards of this Section. All luminaires shall be recessed into the canopy so that they cannot be viewed from off-site from an eye height of four feet (to protect automobile drivers from glare).

G. Outside Wall-Mounted Lighting. Outside wall-mounted lighting shall also comply with the standards of this Division, except that lighting that is required by the Federal Aviation Administration shall comply with Federal standards.

H. Glare. Exterior Lighting shall be oriented to reduce glare onto adjacent properties and/or right-of-way.

Sec. 9.502 Exterior Lighting for Outdoor Recreation

A. Generally. Ball diamonds, playing fields, driving ranges, tennis courts, and similar amusement or recreation uses have unique requirements for nighttime visibility and, generally, have limited hours of operation. The standards of this Section, and not **Section 9.501, Nonresidential Lighting Standards**, apply to outdoor recreation uses.

B. Fixture Type. Light fixtures for illumination of playing courts and athletic fields shall be "cut-off" fixtures that limit lighting that is visible or measurable at the property line.

C. Maximum Freestanding Fixture Height. No freestanding light fixture shall be greater than 80 feet in height.

D. Maximum Illumination.

1. Field and court lighting shall be deflected, shaded and focused away from adjacent properties and shall not be a nuisance to such adjacent properties.

2. Field and court lighting shall be designed so that any overspill of lighting onto adjacent properties shall not exceed one-half foot-candle, measured vertically, and one-half foot-candle, measured horizontally, on adjacent properties.
3. A landscaped bufferyard may be used to block lighting spillover onto adjacent property. The Planning Director may require more opaque bufferyards than those in Division 10.400, Bufferyard Requirements, to achieve this objective.

Sec. 9.503 Public Safety and Public Nuisance

- A. **Generally.** The City may require the modification or removal or limited operation of existing or new lighting fixtures found to be a public hazard or public nuisance according to the criteria of this Section.
- B. **Hazards.** Criteria for finding illumination to be a public hazard are as follows:
 1. Light trespass or glare which is sufficiently intense or contrasts excessively with surrounding illumination, regardless of the intensity of the surrounding illumination, in a manner to cause impairment of visual performance or to distract from or impair the safe operation of a vehicle.
 2. Light trespass or glare that impairs a person's visual performance or ability to avoid obstacles in their path.
- C. **Nuisance.** Criteria for finding illumination to be a public nuisance are as follows:
 1. Light trespass or glare that deprives an owner or occupant of usual and reasonable use and enjoyment of their property.
 2. A high frequency and/or duration of periods when light trespass or glare is sufficient to interrupt or interfere with usual and reasonable use and enjoyment of a property.
 3. Light trespass or glare that causes visual discomfort or impairment of visual performance in a manner that deprives any person from the usual and reasonable enjoyment of the public streets and properties of the City.