

ARTICLE 13: PARKING AND LOADING

13.01 GENERAL STANDARDS AND REQUIREMENTS

- A. Applicability. Any new construction, enlargement, or change in use must comply with this Article.
1. Enlargement.
 - a. A building or a site may be renovated or repaired without providing additional parking or required improvements, provided there is no increase in gross floor area or improved site area.
 - b. Enlargement of an existing building, use, or development that is increased in gross floor area or improved site area by up to fifty percent cumulatively shall meet the parking and loading standards of this article for such area of enlargement only.
 - c. Enlargements of an existing building, use, or development that is increased in gross floor area or improved site area by greater than fifty percent cumulatively shall meet the parking and loading standards of this article for the entire existing site and the enlargement combined.
 - d. Exception. If the existing site meets the standards of this article, then no additional off-street parking spaces or required improvements must be provided for enlargement.
 2. Change in Use.
 - a. When a change in use occurs and the number of existing parking spaces exceeds the maximum number of allowed parking spaces for the new use, the additional parking spaces may remain in place.
 - b. When the change in use occurs and creates an increase of 15% or more in off-street parking space requirements, the parking requirements of this article shall be met.
 - c. When the use of a building or structure is changed to a use with operations that include loading or unloading of goods, materials, items, or stock for delivery or shipping loading requirements in Section 13.07 Stacking and Loading Requirements and Design shall be met.
 - d. Any area once designated as required off-street parking shall not be changed to any other use unless and until adequate facilities are provided for the new use meeting the minimum requirements of this article.
 3. Installation Required. Installation of all required off-street parking, access, circulation, and associated landscaping and improvements shall be completed prior to the issuance of a certification of occupancy, unless a surety guarantee has been provided in a manner acceptable to the County.

13.02 COMPUTATION OF PARKING

- A. Calculation of Parking Requirements.
1. When a lot is used for a combination of uses, the parking minimum or maximum requirements are the sum of the requirements for each use and no parking space for one use can be included in the calculation of parking requirements for another use, except as allowed in Section 13.05 Shared Parking, below.

2. In determining the minimum or maximum number of parking spaces, fractional spaces are rounded to the nearest whole number, with one-half or more counted as a full additional space.
 3. Parking spaces designated specifically for recreational vehicles, motorcycles, scooters, fleet vehicles, delivery vehicles, or vehicles on display for sale or rental shall not be counted toward the minimum required parking, unless noted otherwise.
 4. Where a use is not expressly provided for in the table, the Director of Codes Administration and Enforcement is responsible for categorizing the use based on the one most similar within the table.
 5. Interpretation of Measurement Standards.
 - a. Floor Area – Unless noted otherwise in Table 13-1 below, the parking requirement is based on the building's gross floor area devoted to the particular use specified and does not include any outdoor use area, including outdoor seating areas.
 - b. Per Seat – Unless noted otherwise in Table 13-1 below, the parking requirement is based on the number of physical seats in the venue, including outdoor seats and number of potential standing room occupation.
- B. Minimum Requirements. Except as expressly specified otherwise, minimum off-street parking spaces must be provided in accordance with Off-Street Parking Requirements Table 13-1.
- C. Maximum Requirements.
1. Except as expressly specified otherwise, no use shall exceed the maximum number of off-street parking spaces as allowed in accordance with the Off-Street Parking Requirements Table 13-1.
 2. The maximum number of off-street parking spaces may be increased by 50% if they are constructed of pervious materials as described in Subsection 13.6-H.
- D. Determination of Use. For uses not specifically listed in Table 13-1, the Director of Codes Administration and Enforcement shall determine the most comparable listed use based on anticipated parking demand and apply that use's corresponding parking requirements. The Department of Engineering and Public Works may require a traffic impact analysis be submitted to support this determination. Such study shall be prepared by a qualified transportation planner, traffic engineer, or other professional with demonstrated expertise in parking analysis, and shall utilize accepted methodologies and relevant local or comparable data.

13.03 REQUIRED OFF-STREET PARKING

- A. All required off-street parking shall be located on land owned by, or under long-term lease to, the owner or owners of the principal use it is intended to serve. Where a long-term lease is involved, such lease shall be approved by the Director of Codes Administration and Enforcement prior to approval of parking plans and issuance of building or occupancy permit. The storage of merchandise, motor vehicles for sale, or the repair of vehicles on required off-street parking facilities is prohibited. No variance of the requirements of this section shall be granted.
- B. The minimum number of off-street parking spaces shall be provided in accordance with the following table, unless otherwise specified elsewhere in this Ordinance:

Table 13-1 Required Parking

USES	PARKING MINIMUM	PARKING MAXIMUM
Residential Uses		
Accessory Dwelling Unit	No min.	No max.
Above Ground Floor Dwellings	1 space per du	No max.
Manufactured Home (including Single-Section Manufactured Home)	2 spaces per du	No max.
Multiplex	2 spaces per du	No max.
Multi-Unit, Large	1.25 spaces per du	2 spaces per du
Multi-Unit, Small	1.25 spaces per du	2 spaces per du
Single-Unit	2 spaces per du	No max.
Single-Unit, Attached	2 spaces per du	No max.
Townhouse	2 spaces per du	No max.
Two-Unit, Side by Side	2 spaces per du	No max.
Two-Unit, Stacked	2 spaces per du	No max.
Transitional Housing	0.5 space per bed	1 per bed
Agricultural Uses		
Agriculture	No min.	No max.
Agriculture – Related business	No min.	4 per 1,000 sq. ft. floor area
Agritourism	No min.	No max.
Commercial Uses		
Adult-oriented establishment	2 per 1,000 sq. ft. floor area	3 per 1,000 sq. ft. floor area
Animal Hospitals	2.5 per 1,000 sq. ft. floor area + 2 per 1,000 sq. ft. of pet boarding area	3.5 per 1,000 sq. ft. floor area + 2 per 1,000 sq. ft. of pet boarding area
Care Center	1.5 space per 5 beds	2.5 spaces per 5 beds
Child Care Home – Group	2 per 1,000 sq. ft. floor area, minimum 4 spaces	4 per 1,000 sq. ft. floor area
Child Care Home – Family	2 per 1,000 sq. ft. floor area, minimum 4 spaces	4 per 1,000 sq. ft. floor area
Community Garden	No min.	No max.
Construction Sales and Service	No min.	No max.
Drive Through Facility	See stacking space requirements in Section 13.07	See stacking space requirements in Section 13.07
Eating and drinking establishments	No drive-through: 5 per 1,000 sq. ft. floor area With drive-through: 3 per 1,000 sq. ft. floor area	No drive-through: 15 per 1,000 sq. ft. floor area With drive-through: 12 per 1,000 sq. ft. floor area
Ecotourism	No min.	No max.
Event Venue	2 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Financial Services	2 per 1,000 sq. ft. floor area	4 per 1,000 sq. ft. floor area
Food Truck Park	2 per truck	4 per truck
Funeral Services	2 per 1,000 sq. ft. floor area	No max.
Galleries and exhibition space	1 per 1,000 sq. ft. floor area	2 per 1,000 sq. ft. floor area
Golf course	4 per hole	6 per hole
Kennel	2 per 1,000 sq. ft. of pet boarding area	3 per 1,000 sq. ft. of pet boarding area
Laundry and dry cleaning	No min.	3.5 per 1,000 sq. ft. floor area
Live Performance Venue – Indoor	0.2 spaces per seat	0.5 spaces per seat
Live Performance Venue – Outdoor	0.2 spaces per seat	0.3 spaces per seat
Lodging – Bed & Breakfast	1 per room	1.5 per room
Lodging – Hotel, Motel	1 per room	1.5 per room
Lodging – Recreational Vehicle	0.5 per RV space	2 per RV space
Medical and dental clinics, offices, laboratories, outpatient	2.5 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Medical clinics & facilities, inpatient	2 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Microbrewery/Distillery; Micro-winery	2.5 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Winery	2 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Nightclub and bars	4 per 1,000 sq. ft. floor area	10 per 1,000 sq. ft. floor area
Office and professional services	2.5 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Personal Services	No min.	4 per 1,000 sq. ft. floor area
Retail	3 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Repair and maintenance (excluding vehicles)	1 per 1,000 sq. ft. floor area	2.5 per 1,000 sq. ft. floor area
Rifle range – Indoor	2 per 1,000 sq. ft. floor area	2.5 per 1,000 sq. ft. floor area

Rifle range – outdoor	No min.	No max.
Rural Retreat	2 per 1,000 sq. ft. floor area, or 1 space per room, whichever is greater	No max.
Self Storage – Indoor	Minimum 5 spaces adjacent to the on-site office	No max. 10 spaces
Self Storage – Outdoor	Minimum 5 spaces adjacent to the on-site office	No max.
Special trades contractors	No min.	No max.
Vehicle – Fuel services	2 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Vehicle maintenance, sale, storage repair, and rental	No min.	No max.
Veterinary clinics	2.5 per 1,000 sq. ft. floor area + 2 per 1,000 sq. ft. of pet boarding area	3.5 per 1,000 sq. ft. floor area + 2 per 1,000 sq. ft. of pet boarding area
Civic and Institutional Uses		
Cemeteries	No min.	No max.
Civic	No min.	No max.
Crematorium	No min.	No max.
Cultural Services	2 per 1,000 sq. ft. floor area	4 per 1,000 sq. ft. floor area
Education, Primary	1 per classroom	No max.
Education, Secondary	1 per classroom	No max.
Education, University or College/Vocational	3 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Food Bank	2.5 per 1,000 sq. ft. of office	4 per 1,000 sq. ft. of office
Food Pantry	2 per 1,000 sq. ft. floor area	8 per 1,000 sq. ft. floor area
Marinas	1 per 2 slips	No max.
Place of Assembly or Worship	0.25 per seat in the main assembly	1 per seat in the main assembly
Industrial Uses		
Industrial – Heavy	0.5 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Industrial – Light	1 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Information services and data processing services	0.5 per 1,000 sq. ft. floor area	1 per 1,000 sq. ft. floor area
Salvage Yard	No min.	No max.
Junk and Wrecking Yard	No min.	No max.
Laboratories – Research, development, testing	2 per 1,000 sq. ft. floor area	3.5 per 1,000 sq. ft. floor area
Landfill	No min.	No max.
Craft Manufacturing	1 per 1,000 sq. ft. floor area	2 per 1,000 sq. ft. floor area
Mining, extraction, support services	No min.	No max.
Renewable Energy Facility	No min.	No max.
Wholesale, warehousing, or distribution enterprise	0.5 per 1,000 sq. ft. floor area	1 per 1,000 sq. ft. floor area
Recreation and Open Space Uses		
Parks	No min.	No max.
Recreation, Indoor	4 per 1,000 sq. ft. floor area	5 per 1,000 sq. ft. floor area
Recreation, Outdoor	0.33 per 1,000 square feet of active recreation space	No max.
Recreation, Passive	No min.	No max.
Accessory and Temporary Uses		
Storage – Outdoor	No min.	No max.
Temporary Uses	Parking plan approved by EPW.	No max.
Wireless communications facilities, subject to the provisions of article 4, section 4.92	No min.	No max.

C. Exemptions.

- a. Upon approval by the Department of Engineering and Public Works a parking study for the proposed use(s), the minimum number of parking spaces in Table 13-1 may be reduced.
- b. Parking lots may exceed the maximum number of spaces in Table 13-1 by up to 20% provided that the spaces exceeding the maximum number and the access aisles accessing those spaces are constructed of pervious materials approved by the Department of Engineering and Public Works. Parking spaces exceeding the identified maximum may be

approved by the Department of Engineering and Public Works upon submittal of a parking study justifying the need for additional spaces, and the approval of the parking study by Department of Engineering and Public Works. All excess spaces and their access ways must be constructed of pervious materials. Pervious paving materials may not be required for excess parking on sites with brownfield agreements upon approval by the Department of Engineering and Public Works.

- c. Off-street parking requirements in any district may be reduced up to 30% from the minimum requirements in Table 13-1, provided the development is located within one-fourth of a mile of a transit route. Bicycle parking requirements may not be reduced. This reduction cannot be coupled with any other parking reduction outlined in this Article.
- d. Mixed-Use Multi-Tenant Structure Requirements. A mixed-use multi-tenant structure is not subject to the individual use calculations for required vehicle parking in Table 13-1. Minimum and maximum parking is calculated as follows:
 - i. Non-residential gross floor area—minimum parking required: 3 per 1,000 sf GFA;
 - ii. Non-residential gross floor area—maximum parking allowed: 8 per 1,000 sf GFA
 - iii. Residential units: requirements for "above ground floor dwellings" per Table 13-1.

13.04 REQUIRED OFF-STREET BICYCLE SPACES

A. Bicycle Facilities Required.

- 1. Bicycle parking must be provided for all uses where vehicular off-street parking is required and/or provided, with the exception of single-unit, single-unit attached, and two-unit dwellings, in the TND, NMU, MUCC, and TC zones.
- 2. Bicycle parking must be provided for uses in the amount indicated in Table 13-2: Required Bicycle Parking. In determining the number of bicycle spaces, when the result contains a fraction, any fraction less than one-half is disregarded and any fraction of one-half or more is counted as one space.

Table 13-2 Required Bicycle Parking

Land Use Category	Total Minimum Required Motor Vehicle Parking Spaces	Required Number of Bicycle Parking Spaces
Non-Residential <i>Shopping centers and mixed-use multi-tenant structures are to be considered as a whole, not as individual tenants; bike racks must be spaced throughout the shopping center</i>	Less than 50	2
	51-100	4
	101-500	6
	501+	8
Land Use Category	Dwelling Type	Required Number of Bicycle Parking Spaces
Residential	Single-unit, single-unit attached or two-unit dwellings	0
	Multi-unit dwellings and townhomes	0.25 per unit, or none if interior storage space is provided for each unit

- 3. Required bicycle parking spaces shall not count toward the number of bicycle parking spaces used as a parking reduction incentive.
- 4. Location.

- a. Bicycle parking shall be located within 150 feet of a primary pedestrian entrance to the building it serves, or within the building.
 - b. Where a site contains multiple buildings or multiple primary entrances, bicycle parking shall be distributed to serve each primary entrance.
 - c. Bicycle parking areas shall be located in visible, convenient, and accessible locations, and shall be connected to the site's internal pedestrian circulation network.
5. A bike rack(s) shall be installed to secure the bicycles. Bicycle racks shall be securely anchored to the ground or a permanent structure.
 6. Bicycle parking shall be designed and located so that bicycles, including bicycles with trailers, do not obstruct or encroach into required pedestrian walkways, sidewalks, or accessible routes when the spaces are fully occupied.

13.05 SHARED PARKING

- A. Shared parking can be used when any site or building is under the same ownership, or when two or more owners provide satisfactory guarantee of a shared parking agreement. The number of minimum required parking spaces shall be computed by multiplying the minimum number of parking spaces normally required for each land use by the appropriate percentage for each of the five time periods shown in Table 13-3 Shared Parking Credit Table. Each column would then be totaled, which would determine the number of parking spaces required for each time period. The time period column that generates the highest number of parking spaces becomes the minimum parking requirement for both uses. An example follows the table. Alternatively, a parking study could be provided in place of using the calculations required in Table 13-3.

Table 13-3 Shared Parking Credit Table

USE	TIME OF OPERATION				
	Weekday		Weekend		All Days
	Daytime (6am-6pm)	Evening (6pm-Midnight)	Daytime (6am-6pm)	Evening (6pm-Midnight)	Nighttime (Midnight-6am)
Office/Industrial	100%	10%	10%	5%	5%
Retail/Personal Service	60%	90%	100%	70%	5%
Hotel/Motel	75%	100%	75%	100%	75%
Above Ground Floor Dwellings	75%	100%	100%	75%	100%
Indoor Recreation/Commercial	50%	100%	100%	100%	10%
Outdoor Recreation	40%	100%	100%	100%	10%

B. Example:

1. Parcel A use is classified as retail/personal service and has a building of 10,000 square feet, while Parcel B use is classified as a restaurant without drive-through and has a building of 5,000 square feet. The parcel has two different owners who have agreed to provide a parking agreement.
2. The minimum number of required parking spaces shall be calculated as follows using the information in the above paragraph and Table 13-3.
 - a. According to Table 13-1, Retail/Personal Service requires 1 parking space per 300 square feet which equates to approximately 33 parking spaces ($10,000/300 = 33.33$). The restaurant without drive-through requires 1 parking space per 200 square feet which equates to approximately 25 parking spaces ($5000/200 = 25$.)

- b. Then using the percentages in Table 13-3, the calculations in Table 13-4 would be used.

Table 13-4 Parking Based on Operating Hours (Example Scenario)

USE	TIME OF OPERATION				
	Weekday		Weekend		All Days
	Daytime (6am-6pm)	Evening (6pm-Midnight)	Daytime (6am-6pm)	Evening (6pm-Midnight)	Nighttime (Midnight-6am)
Parcel A: Retail/Personal Services	100%	10%	10%	5%	5%
Parcel B: Restaurant without Drive-Through	60%	90%	100%	70%	5%
Total Spaces	75%	100%	75%	100%	75%

13.06 DESIGN OF VEHICLE PARKING FACILITIES

A. Parking Lot Location Standards.

- Required off-street parking for non-residential lots must be provided:
 - On the same parcel or within 300 feet of the principal use for which it is required, as measured from the primary entrance to the principal use and the edge of the parking lot or drive aisle pavement; or
 - Off-site in an area approved as shared parking in accordance with Section 13.05.
- Required off-street parking for residential lots must be provided on the same parcel.
- In all zoning districts, parking shall be located in the rear/alley when rear/alley parking is possible.
- Off-street parking is permitted in required yard and setback areas, provided they meet the landscaping and buffer yard provisions of Article 14.
- For residential uses of 4 units or fewer, parking shall be prohibited in the required front yard area, except on a paved driveway.
- Parking areas must be accessed via an alley, street or road dedicated to public use or within a perpetual public access easement.
- All areas devoted to off-street parking shall be designed such that no vehicle is required to back into a road classified as collector or arterial.

- B. Parking Space and Aisle Dimensions. The minimum number of off-street parking spaces that are required in Table 13-1 shall have parking spaces and parking lot drive aisle dimensions designed in accordance with Table 13-5 below.

Table 13-5: Minimum Parking Space and Parking Lot Drive Aisle Dimensions

Parking Angle (A)	Depth to Wall or Interlock (B)	Drive Aisle Min. Width (C)	Depth to Curb (D)	Stall Width (E)
45 degrees	16.5'	15.0' One-way	15.0'	9.0'
60 degrees	18.0'	18.0' One-way	16.5'	9.0'
75 degrees	18.5'	22.0' One-way 26.0' Two-way	17.5'	9.0'
90 degrees	17.5'	26.0 One-way 26.0 Two-way	15.5'	9.0'

Parallel	22.5'	15.0' Min. one-way 20.0' Max. one-way 25.0' Min. two-way 30.0' Max. two-way	20.5'	9.0'
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1. Stall depths are measured perpendicular to aisle.
 2. Stall depths, stall widths, and aisle widths for parking angles, other than those indicated, shall be consistent with the above values and are subject to the approval of the Department of Engineering and Public Works.
 3. One-way aisles.
 - a. One-way aisles may be used in lots containing 20 or more spaces and when spaces are angled less than 90 degrees. One-way aisles shall not be used to serve 90-degree parking unless specifically approved by the Department based on site constraints and operational considerations.
 - b. One-way aisles shall be clearly identified by pavement markings and traffic control signage. At a minimum, directional arrows shall be placed on the pavement at the entrance to each one-way aisle and at intervals sufficient to clearly indicate the direction of travel. Standard "ONE WAY" and "DO NOT ENTER" signs, conforming to the Manual on Uniform Traffic Control Devices (MUTCD), shall be installed at aisle entrances as necessary to clearly direct traffic and prevent wrong-way movements.
 4. Exception. The Department of Engineering and Public Works may approve sizes smaller than the parking stall dimensions listed in Table 13-5 based on review of individual site plans.
- B. Internal Pedestrian Routes and Crossings.
1. Continuous, marked pedestrian routes shall be provided within parking areas to connect:
 - a. Parking areas to the primary entrance of a building;
 - b. Perimeter parking areas to public sidewalks or building entrances; and
 - c. Sidewalks or pedestrian pathways within the site.
 2. Pedestrian crossings shall be clearly delineated through one or more of the following methods:
 - a. Pavement striping or contrasting paving materials;
 - b. Raised crosswalks;
 - c. Signage indicating pedestrian crossing; or
 - d. Other traffic-calming measures approved by the Director of Engineering or designee.
- C. Structured Parking. Structured parking must comply with the following requirements:
1. Parking spaces must comply with Table 13-1. The Department of Engineering and Public Works may approve adjustments to the dimensions while maintaining safety and function.
 2. The maximum approach, departure, and ramp angles are subject to the review and approval of the Department of Engineering and Public Works.
- D. Compact Car Parking Standards.
1. In all parking facilities containing fifteen or more parking spaces, a maximum of twenty percent of the required parking spaces may be reduced in size for the use of compact cars, provided these spaces shall be clearly signed or marked with a stenciled notation,

"Compacts Only." Spaces designed for compact cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Other than the stall width and length reduction, compact parking spaces must comply with all other parking layout standards.

2. Where feasible, all compact car spaces shall be located in one or more contiguous areas and/or adjacent to ingress-egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

E. Accessible Parking Standards.

1. Accessible parking spaces shall be provided in accordance with the requirements of the Americans with Disabilities Act (ADA). Accessible parking shall be clearly signed or marked with a stenciled notation on the pavement designating for such use and shall be posted with an approved handicapped parking sign centered in front of each space.
2. When off-street parking is not required by this Zoning Ordinance, accessible parking in compliance with ADA may be required by the Department of Engineering and Public Works.

F. Paving and Drainage.

1. Surface materials and drainage shall be designed by accepted engineering methods of the Article 19 Stormwater Management, and subject to the approval of the Department of Engineering and Public Works.
2. The following pervious or semi-pervious surface materials may be used as an alternative to traditional asphalt paving as determined appropriate by the Department of Engineering and Public Works:
 - a. Reinforced grass parking systems;
 - b. Porous pavement material such as grass pavers, turf blocks, pervious concrete, gravel, or porous asphalt; or
 - c. Ring and grid systems in conjunction with grass, pervious concrete, or permeable pavers.

G. Electric Vehicle Parking Stations.

1. Parking areas may provide a minimum of one electric vehicle parking station for every 20 parking spaces provided on the site. The electric vehicle parking stations shall count towards the vehicle parking requirements. The electric vehicle parking stations shall be:
 - a. Located on the same lot as the principal use;
 - b. Clearly indicated by signage or special pavement marking, indicating exclusive availability to electric vehicles; and
 - c. Maintained in all respects, including the function of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment or signage for reporting.

13.07 STACKING AND LOADING REQUIREMENTS AND DESIGN

A. Drive-Through Stacking Spaces.

1. Vehicle stacking spaces shall be provided in accordance with Table 13-6, Required Drive-Through Stacking Spaces, below.

Table 13-6: Required Drive-Through Stacking Spaces

DRIVE-THROUGH USE	MINIMUM REQUIRED STACKING SPACES PER ESTABLISHMENT	BEGIN STACKING SPACE MEASUREMENTS AT
Financial Institution, ATM	3	Teller window or ATM
Food and Beverage Uses	8*	Pick-up window
Car Wash (Full Service)	6	Outside of washing bay
Car Wash (Self-Service / Automated)	1/6	Outside of washing bay
Pharmacy	3	Pick-up window
Other	3	As determined by Director of Engineering and Public Works

*May be reduced by EPW.

2. Minimum Requirements. Drive-through facilities must meet the following minimum standards:

- a. Drive-through facilities shall be located along arterial roads. If proposed along a major collector road as identified on the Major Road Plan, a drive-through facility shall need conditional use approval from the Planning Commission.
- b. Outdoor speakers shall be specified to have sound output of seventy-five (75) decibels (dB) or less. Speaker specifications are to be submitted with site plans demonstrating the speaker output.
- c. All drive-through lanes must be located and designed to ensure that they do not adversely affect traffic circulation on adjoining streets.
- d. The minimum width for a drive-through lane is ten (10) feet.
- e. Stacking spaces provided for drive-through uses must be:
 - i. A minimum of ten (10) feet in width, as measured from the outermost point of any service window or bay entrance to the edge of the driveway/drive aisle, and eighteen (18) feet in length. In the case of a recessed service window, the measurement is taken from the building wall.
 - ii. Stacking spaces must begin behind the vehicle parked at a final point of service exiting the drive-through lane, such as a service window (this does not include a menu board). Spaces must be placed in a single line behind each lane or bay.
- f. Exterior lighting of all types and vehicular headlights on site shall be directed away from any public rights-of-way unless otherwise directed by the Department of Engineering and Public Works to support public safety. Fixtures shall be full cutoff.

3. In addition to the criteria listed above, drive-through facilities adjacent to residential uses or zones must also meet the following standards:

- a. Drive-through speaker equipment requirements:
 - i. Outdoor speaker boxes shall be located on a separate speaker post instead of on a menu board, and drive-through lanes shall provide enough maneuverability to allow vehicles to pull up parallel to and within two (2) feet of the speaker box.
 - ii. Drive-through outdoor speaker equipment shall utilize automatic volume control (AVC) technology to reduce the sound output related to the ambient noise of the environment. Drive-through speaker specifications shall be submitted with site plans demonstrating compliance.
 - iii. Drive-through outdoor speaker equipment must demonstrate that anticipated noise levels shall not register more than sixty-five (65) dB at the

property line in common with a residential land use or zone. Noise reduction methods should be utilized to achieve this sound level if it cannot be achieved without mitigation efforts.

- A) The preferred mitigation effort is construction of a barrier wall with a surface weight density greater than four (4) lbs./sq. ft. and no openings in the wall located between the drive-through speaker and abutting residential uses. If construction of a barrier wall is considered, the height and width of such a wall would be determined by the distance between the speaker and the residential lot line.
 - B) Other mitigation efforts can be considered and must be verified by a design professional to achieve the required decibel level.
 - b. If a drive-through lane is situated such that vehicular headlights are pointed towards a shared lot line with a residential use or zone, that lot line shall be planted with continuous shrubs to visually buffer the residential use or zone from the light source. Such shrubs are to be a minimum of four (4) feet in height at installation and five (5) feet in height at maturity.
 - c. Lighting requirements:
 - i. Exterior lighting of all types shall be directed away from all residential uses or zones. Fixtures used in parking areas, near lot lines, or for general illumination or safety shall be full cutoff. This does not apply to fixtures designed to provide wall-wash lighting or lighting used to highlight landscaping or signage features.
 - ii. Lighting levels shall not exceed 0.2 fc at any shared property line with a residential use or zone. A photometric plan is required to be submitted with the site plan.
 - iii. Any freestanding cut off luminaire must be located at least fifteen (15) feet from any residential district lot line.
 - iv. Light poles shall not exceed fifteen (15) feet in height measured from grade to the top of the fixture.
 - v. Drive-through facilities operating past 10:00 p.m. will be required to install devices that will automatically dim exterior lights at 10:00 p.m. by twenty (20) percent to further reduce lighting impact on residential properties. This does not apply to emergency lighting or fixtures designed to provide wall-wash lighting or lighting used to highlight landscaping or signage features.
- 4. The following design practices are discouraged as they make it more difficult to achieve the above criteria:
 - a. Facing a speaker post towards a public right-of-way. This increases the ambient noise level and makes it necessary to use higher outbound levels.
 - b. Placing the speaker post on a curve in the lane. Curves force vehicles to be further away from the post, which results in higher outbound level requirements and makes it difficult for order takers to hear customers. Facing the speaker post or the drive-through lane along shared residential lot lines since the highest sound levels tend to be directly opposite the speaker post and at the front of vehicles.
 - c. Turning the outbound level up higher than necessary.

- d. Relying on vegetation to reduce sounds. Plants and trees have been shown to have a limited impact on sound levels.
- e. Placing stacking spaces, lanes, and bays along shared residential lot lines since idling vehicles tend to produce noise and fumes that easily cross property lines.

B. Loading Areas Required.

1. Off-street loading spaces must be provided for any use that distributes or receives materials or merchandise by trucks or other commercial vehicles in accordance with Table 13-7: Off-Street Loading Requirements. In the case of multi-tenant developments, required loading spaces are calculated on the basis of each individual tenant.
 - a. No structure is required to provide more than five loading spaces.
 - b. All multi-family dwellings, regardless of size, are required to provide a site plan that shows ingress/egress for moving trucks.
2. Off-street loading spaces must be designed as follows:
 - a. All required off-street loading spaces must be a minimum of 12 feet in width, a minimum of 35 feet in length, exclusive of aisle and maneuvering space, and have a minimum vertical clearance of 15 feet.
 - b. All areas devoted to permanent off-street loading must be surfaced and maintained as to control dust, rutting, erosion as a result of continuous use, and migration of surface materials.
 - c. Off-street loading facilities must be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys.
 - d. Each required off-street loading space must be designed with adequate means of vehicular access to a street or alley and in a manner that will minimize interference with traffic movement.

Table 13-7 Off-Street Loading Requirements

Use Type	Number of Spaces Required
Multi-unit Dwelling	
Total of 50 dwelling units or more	1 loading space
Commercial & Institutional Use	
20,000—100,000 sq. ft. GFA	1 loading space
100,001—200,000 sq. ft. GFA	2 loading spaces
Each additional 50,000 sf of floor area (This applies only for each additional full 50,000 sf over 200,000 sf)	1 additional loading space
Industrial Use	
10,000—40,000 sf GFA	1 loading space
40,001—100,000 sf GFA	2 loading spaces
Each additional 50,000 sf of floor area (This applies only for each additional full 50,000 sf over 100,000 sf)	1 additional loading space

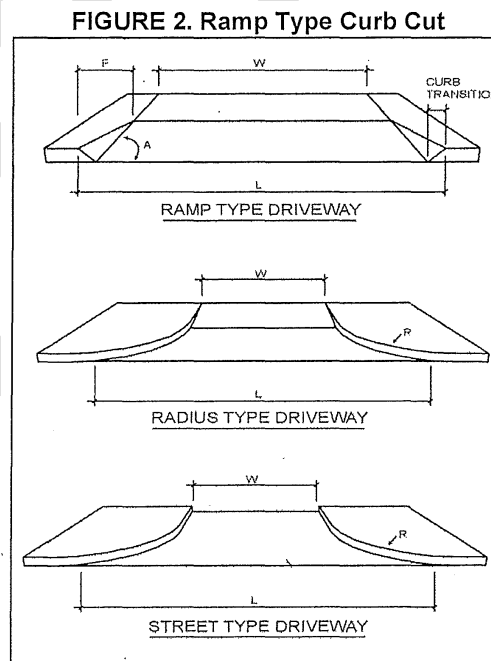
13.09 DRIVEWAY DESIGN

- A. Maximum Grade for Driveways. The maximum grade for driveways serving lots shall not exceed the standards required by the Department of Engineering and Public Works.
- B. Driveway Openings. Clearly defined driveways shall be provided for ingress and egress to the parking lot which shall meet the following requirements:
- C. The width of all driveway openings shall be within the minimum and maximum limits as specified in Table 13-8 or as required by the Department of Engineering and Public Works.

Table 13-8: Width Design Controls

Land Use/Driveway Type	Width (W)		Radius (R) or Flare (F)	
	Minimum	Maximum	Minimum	Maximum
Residential (Single-Unit or Two-Unit)	10 ft.	20 ft.	3 ft.	5 ft.
All Other Uses				
• Ramp or Radius Type:				
° One-way	15 ft. ¹	20 ft. ¹	10 ft. ¹	25 ft. ¹
° Two-way	25 ft. ¹	30 ft. ¹	10 ft. ¹	25 ft. ¹
• Street Type (L)	40 ft. ²	60 ft. ²	25 ft. ²	50 ft. ²
¹ Where developments are expected to serve a substantial amount of truck traffic (5 or more per day or 25 or more per week) or large trucks (3 or more axles), these dimensions may be increased by up to 10 feet.				
² The number of lanes, lane widths, curb radii, and other design features to be determined as part of a traffic access and impact study prepared by a qualified transportation engineer.				

Figure 2 illustrates a typical ramp, radius, and street type driveway design.



- D. Minimum distance from an adjoining interior lot line and a driveway opening - at the street right-of-way line:
1. Residential uses: Two (2) feet.
 2. Non-residential uses: Equal to the radius or flare, or as recommended by the Director of Engineering and Public Works.
- E. Minimum distance from the intersection of street right-of-way lines on a corner lot and a driveway opening at the right-of-way line is described in Table 3, Corner Clearance Requirements (below). The Department of Engineering and Public Works may require distances that exceed those provided in Table 13-9 if a traffic impact analysis or similar qualified study indicates such a need.

Table 13-9: Corner Clearance Requirements

Classification of Intersecting Streets	Functional Classification of Street to be Accessed		
	Arterial	Collector	Local
Arterial	200 ft.	150 ft.	100 ft.
Collector	150 ft.	100 ft.	50 ft.
Local	100 ft.	50 ft.	50 ft.
"a" - Lot frontage / 2 whichever is greater but not to exceed 200 feet "b" - Lot frontage / 3 whichever is greater but not to exceed 200 feet "c" - Lot frontage / 4 whichever is greater but not to exceed 200 feet			

- A. Number of Driveways.
- B. Residential Uses. Residential lots shall be limited to one driveway access per street frontage, unless additional access is allowed in accordance with the most recent version of the County's Access Control Policy Manual.
1. Nonresidential and Multifamily Uses. The number of driveway accesses shall be minimized to the extent practicable in order to reduce traffic conflicts and preserve roadway capacity. Per the standards in Article 18, the Director of Engineering and Public Works may limit the number of driveways based on:
 - a. Street classification;
 - b. Traffic volumes;
 - c. Site frontage;
 - d. Proximity to intersections; and/or
 - e. Internal circulation design.
- F. Cross-Access Between Adjacent Sites. Where two or more nonresidential or mixed-use developments are located on adjacent properties, cross-access connections between parking areas shall be provided where feasible in order to allow vehicles to circulate between sites without entering the public street. Cross-access easements shall be recorded prior to the issuance of a building permit unless waived by the Director of Engineering and Public Works.
- G. Driveway Alignment. Driveway locations shall align with driveways or intersections on the opposite side of the street unless waived by the Director of Engineering and Public Works.
1. Pedestrian Crosswalks at Driveways. Where a driveway for a use including more than 4 units, not including townhouses, intersects a sidewalk or designated pedestrian route, the

pedestrian facility shall maintain visual and functional priority across the driveway through one or more of the following:

- a. Marked crosswalks;
- b. Raised crossings;
- c. Contrasting paving materials;
- d. Other traffic-calming measures approved by the Director of Engineering and Public Works.

13.10 OUTDOOR VEHICLES

- A. Storage and parking of recreational and commercial vehicles and trailers in residential zones. The provisions in this section apply to commercial and recreational vehicles and trailers of all types including travel, boat, camping, and hauling, that are parked or stored on any lot occupied by a dwelling in any residential zone. On lots not occupied by a dwelling within residential zones, such storage is not accessory to a residential use and shall not be permitted.
 1. Commercial Vehicles.
 - a. On lots less than five acres in area, no more than one commercial vehicle per household shall be permitted. Such vehicle shall not exceed one and one-half tons rated capacity.
 - b. On lots five acres or greater, up to two commercial vehicles per household may be permitted. The Director of Codes Administration and Enforcement may approve additional vehicles where it is demonstrated that the scale of the lot can accommodate such vehicles without adverse impacts to adjacent properties.
 - c. Vehicles used for hauling explosives, gasoline, liquefied petroleum products, or other hazardous material not ordinarily found in the home shall not be permitted.
 2. Recreational Vehicles.
 - a. On lots less than five acres in area, no more than one camping or travel trailer, recreational vehicle, hauling trailer, and/or boat trailer shall be permitted per household.
 - b. On lots five acres or greater, up to three such vehicles or trailers may be permitted per household.
 - c. Individual vehicles or trailers shall not exceed 40 feet in length or ten feet in width.
 - d. These vehicles shall be stored behind the front building line and shall not be occupied on the site.
- B. Storage of inoperable vehicles.
 1. The outdoor storage of more than one inoperable vehicle will not be permitted, unless the storage takes place in an industrial zoning district, where such storage may be permitted as a use-on-review, or on the site of a properly zoned car repair or towing establishment.
- C. Storage of school buses. The provisions in this section apply to storage of school buses under contract to a public or private school system. Any school bus storage facility that was established prior to November 25, 1991, is hereby exempt from meeting the following requirements:
 1. For locations requiring use-on-review approval by the planning commission, the total number of buses permitted shall not exceed eight (8) per facility. Total buses at a facility include operable and inoperable buses.
 2. The storage area shall have direct access from a collector or arterial street.
 3. If there is a dwelling unit on the property, the bus storage area shall be located to the rear of the dwelling.

4. The bus storage area shall be screened from view from public streets and abutting residential properties by a dense evergreen screen or other screening material. Existing vegetation, earth berms, existing buildings or existing topographic features other than those described above may be used to meet the requirements of these regulations. Evergreens planted to meet this requirement shall include evergreens planted at intervals of not less than ten (10) feet for trees and five (5) feet for shrubs, which are capable of reaching a height of eight (8) feet within two (2) years after planting. Such screen shall be maintained in good condition at all times.
 5. The bus storage area shall be set back from all adjacent property lines a minimum of twenty-five (25) feet. No buses or drivers' personal vehicles shall be parked within the setback area.
 6. A site plan reflecting the requirements included in this section shall be approved by the planning commission through conditional use procedures. Such a site plan shall show a design for the parking area that avoids traffic conflicts, including buses backing into streets, and minimizes the amount of dust, exhaust fumes, noise, and other pollutants that could adversely impact adjacent properties, as well as showing specifics that meet the screening requirements specified in subsection 4 of this section. Any proposed school bus storage area or an expansion of any existing bus storage facility in the AP, Agricultural Preservation Zone or on a property adjacent to a residential zone must obtain use-on-review approval.
 7. The school bus storage area shall also comply with provisions contained in Article 10.
 8. In an AR, Agricultural Rural Zone, or when the subject property is adjacent to a residential or agricultural zone, no repairs or maintenance shall be performed outside of a fully enclosed building, except for routine service functions, such as tire changing, changing fluids, or similar maintenance tasks.
 9. Any lot in the AR, Agricultural Rural Zone, or on a property adjacent to a residential zone to be used for a bus storage facility shall be a minimum of one (1) acre. The lot must be at least one hundred twenty-five (125) feet wide at the property line fronting the access road and must also be two hundred (200) feet or more in depth.
 10. Storage of tires, parts, or portions of any old school buses shall be placed out of the sight of adjacent properties. Unusable tires or parts must be removed from the premises so as not to create landfill or unsightly nuisance on the storage area.
- D. Overflow, Event, and Temporary Parking.
1. Overflow, event, and temporary parking may be accommodated on grass, graveled, or other unpaved surface as long as the use of such parking does not exceed the length of time for which the permitted temporary activity has been approved.
 2. No vehicle owner, property owner, resident, or tenant shall allow a vehicle to be parked or stored in the required front yard unless the vehicle is parked or stored on an all-weather surface in any platted subdivision or mixed-use district. This section does not apply to agricultural equipment parked on property used primarily for agricultural purposes.

13.11: PARKING INCENTIVES AND REDUCTION ALTERNATIVES

- A. Electric Vehicle Charging Station Credit. For parking areas with forty or more required parking spaces, each electric vehicle parking station shall count as two required parking spaces, provided they meet the same standards described in Section 13.06-I. The maximum reduction allowed shall be ten percent of the required vehicle parking spaces.

- B. **Bicycle Parking Credit.** The number of off-street parking spaces may be reduced at a ratio of one motor vehicle parking space for each four secured bicycle parking spaces provided above the minimum bicycle parking requirements of section, up to a maximum reduction of five percent of the required motor vehicle parking spaces.
- C. **Additional Parking Lot Landscaping.** The number of required off-street parking spaces may be reduced by up to ten (10) percent where landscaping and open space provided within a parking area exceeds the minimum requirements of Article 14. The reduction shall be proportional to the extent to which the landscaping exceeds the minimum requirements, as determined by the Director of Codes Administration and Enforcement. A reduction may be granted when one or more of the following standards are met:
1. The number of required canopy trees within the parking area is increased by at least 20 percent above the minimum required;
 2. A minimum of ten percent of the parking lot area is designed as integrated stormwater management features, such as bioretention areas, stormwater planters, or permeable surfaces; or
 3. Perimeter landscape buffers are increased in width by at least 25 percent above the minimum required.
- D. **Closure of Curb Cut.** The number of required off-street parking spaces may be reduced up to five percent for each driveway curb cut permanently removed as part of a site's redevelopment. There must be a net reduction in curb cut accesses and cannot be achieved by closing one access but creating another. This credit shall not be granted when the curb cut closure is required because of an existing traffic safety issue as determined by the Department of Engineering and Public Works, or when not in conformance with the provisions of Article 18.
- E. **Parking Limited to Rear Yard.** The number of required off-street parking spaces may be reduced up to five percent when all parking is located in the rear of the principal use.
- F. **Passenger Pick-Up/Drop-Off Area.** The number of required off-street parking spaces may be reduced up to ten percent when a dedicated passenger pick-up / drop-off zone is established on the site. The zone shall be at least twenty-two feet in length, marked and clearly separate from drive and parking aisles, adjacent to a pedestrian facility, and should generally be near a public entrance to the building.
- G. **Renewable Energy Installation Credit.** The number of required off-street parking spaces may be reduced up to ten percent for the installation of renewable energy facilities associated with the business or parking area, provided the following conditions are met.
1. Solar energy equipment shall be roof-mounted or over parking lots and meet the requirements of Article 10.
 2. Wind energy equipment shall meet the minimum required setbacks for accessory buildings in accordance with the underlying zoning district.