

Article XV. Parking and Access

§ 440-211. Applicability.

A. The standards of this article shall apply to all development or existing development that is modified to the extent that it includes uses or site design features that were not specifically shown on previously approved plans. All off-street parking areas established by this article shall be continuously maintained in accordance with this article.

(1) New buildings and sites. Off-street parking and loading shall be provided for any new building or site constructed.

(2) Additions, enlargements, and changes of use or occupancy. Off-street parking and loading shall be provided for any addition to or enlargement of an existing building or use, or any change of use or occupancy or manner of operation that would result in additional parking and loading spaces being required. The additional parking and loading spaces shall be required only in proportionate amount to the extent of the addition, enlargement, or change, not for the entire building or use.

(3) Deviations. Deviation(s) from the provisions of this article may be permitted for additions, enlargements, and changes of occupancy projects where special or unique circumstances or factors exist that are applicable to the proposed use, structure, feature, or land based and the following:

(a) Deviation is approved by the Planning Commission;

(b) Approval of the deviation(s) is not injurious to the surrounding area or otherwise detrimental to public health, safety, and general welfare;

(c) The applicant has demonstrated that compliance is unfeasible due to the special, unique circumstances or factors;

(d) Proposed improvements have been made to the greatest extent possible.

B. The parking requirements in this part of the article do not limit requirements or conditions that may be imposed on development plan approvals or other approvals.

§ 440-212. General requirements.

A. All off-street parking spaces required to serve buildings or a use erected or established after the effective date of this chapter shall be located on the same zoning lot as the building or use served, except that where an increase in the number of spaces is required by a change or enlargement of a non-residential use or where spaces are provided collectively or used jointly by two (2) or more non-residential buildings or

establishments, the required spaces may be located and maintained as set forth in this article.

- B. Parking facilities may not be used for the sale, repair, servicing, or dismantling of any type of vehicle, equipment, material, or supplies.
- C. Parking and/or storage of vehicles are not permitted unless all requirements of this article are met, including, but not limited to, surface type.

§ 440-213. Required number of spaces.

- A. General. The minimum number of required off-street parking spaces shall be determined according to the Table 15.1, *Required Off-Street Parking Spaces*.
- B. Uses not specifically listed. The required number of parking spaces for uses not specifically listed in Table 15.1, *Required Off-Street Parking Spaces*, shall be the same as for a similar listed use.
- C. Modification of required spaces.

- (1) The Planning Commission may waive the off-street parking requirements for Category A site plans if, in its opinion, the applicant identifies the location of adequate parking.
- (2) A parking reduction waiver in C-2 Central Commercial Zone may be granted for a fee as established in Chapter 180, Municipal Fees, to go towards municipal lot and/or on-street parking improvements as determined by the City Manager.
- (3) In cases not specifically covered in Table 15.1, *Required Off-Street Parking Spaces*, the City is authorized to determine the parking requirements using this table as a guide. Strict application of the parking this section may result in a development either with inadequate parking space or parking space far in excess of its needs. Alternative off-street parking standards may be accepted if the applicant can demonstrate that such standards better reflect local conditions and needs.

Table 15.1. Required Off-Street Parking Spaces

Use	Number of Required Spaces
All Dwelling Units: Single-Family, Cottage, Duplex, Townhouse, and Multi-Family Dwellings	2 spaces per unit
Residents Dwellings in Mixed-Use Buildings	2 spaces per unit
Day Care Center/Kindergarten	1 space for each adult attendant plus 2 spaces for every 10 children
Educational Institutions	Elementary/Junior High – 1 space for every 20 classroom seats, 1 space for every 5 seats in all-purpose room, 3 spaces for visitors
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Educational Institutions, continued	High school/Technical/College/University – 2 spaces for every 3 students, plus 1 space for each staff member, 20 spaces for visitors, 1 space for every 3 seats in auditorium or 1 space for each 40 square feet of seating where fix seating is not used
Equipment Sales/Service Shop/Wholesale Storage and Facilities	2 spaces per 1,000 sq. ft. GFA plus 1 space per 300 sq. ft. GFA over 1,000 sq. ft.
Financial Institution	1 space per 300 sq. ft. GFA plus 1 space for each employee
Fitness/Wellness Center	10 spaces per every 1,000 sq. ft. GFA plus 1 per every 2 employees
Food/Beverage Processing and Packaging	Same as for Manufacturing
Funeral Home	1 space per for every 2 employees plus 10 spaces per public room
Home Occupation	1 space per non-resident employee, 1 space per 100 sq. ft. of floor area for those home occupations with a visiting clientele
Hospital, Medical Center, Nursing Home (Emergency/Overnight Services)	1 space for each 2 beds, 1 space per staff, 1 space per hospital vehicle, and 10 space per outpatient services
Hotels, Motel, Bed and Breakfast	1 space per guest room plus 1 space for each 3 employees and 1 space per 200 sq. ft. of common or public use (lobby, bar, meeting rooms, etc.)
Kennel, Veterinary Boarding Hospital	1 space per 400 sq. ft. floor space in office with a 4 space minimum
Laundry, Dry-Cleaning, Clothes-Pressing Establishment	1 space per 300 sq. ft. GFA
Manufacturing	1 space per 200 sq. ft. floor area devoted to sales plus 1 space for every 2 employees of the largest shift
Motor Vehicle Filling Station, Repair, Service, Storage	1 space per 300 sq. ft. GFA plus 1 space per employee
Motor Vehicle Sales	10 spaces for customers plus 1 space per employee
Nursery, Commercial Greenhouse, Garden and Agriculture Supply Sales	Same as for Manufacturing
Offices: Business, Professional, Social Services including Health Care/Dental Walk-In Services	1 space per 200 sq. ft. GFA plus 1 space for each 2 employees
Places of Worship	1 space per 5 seats or 1 per 200 sq. ft. GFA
Post Office	1 space per 600 sq. ft. GFA plus 1 space per employee
Private Clubs, Fraternal Organizations, Community Centers, Theater, Entertainment Establishment, Museum	1 space for each 3 seats or 1 space for each 1,000 sq. ft. of floor area
Public Safety Facilities including Ambulance, Fire, Police, Emergency Medical Services	1 space per 200 sq. ft. GFA of office space plus 1 per 400 sq. ft. GFA of meeting space
Research/Design/Development Laboratories	1 space per 1,000 sq. ft. GFA
Restaurants including Fast Food	1 space per 3 seats or 1 space for each 100 sq. ft. GFA whichever is greater
Retail Sales, Retail Food Establishment, Personal Service (excluding supermarkets)	1 space per 200 sq. ft. floor area devoted to sales/service plus 1 space for each 2 employees
Shopping Center	4 spaces per 1,000 sq. ft. GFA
Supermarket, Shopping Center	3 spaces per 3,000 sq. ft. GFA
Transshipment/Distribution/Trucking Terminals	Same as for Manufacturing

Table Notes: GFA = Gross Floor Area; When determination of the number of parking spaces required results in a fractional space, any fraction shall be counted as one (1) parking space.

- D. Parking lots for shared or community uses are encouraged, as set forth in § 440-215, Joint use, shared facilities, and satellite parking.
- E. For uses in the C-1 and C-2 Zones, no more than one hundred twenty (120) percent of the required minimum number of parking spaces is permitted.

§ 440-214. Excess parking.

- A. For projects which require a minimum of eighty (80) off-street parking spaces, the maximum paved surface parking allowed is one hundred twenty (120) percent. Parking in excess of one hundred twenty (120) percent of the article minimum will require approval by the Planning Commission and will be required to provide one hundred fifty (150) percent of the landscaping required in interior landscape requirements.
- B. Reduction of impervious surfaces through the use of interlocking pavers is strongly encouraged for excess parking spaces, remote parking area, and parking areas for periodic uses. Driveways, handicapped spaces, and access aisles shall be paved. Substitute materials from the required standard specifications must be approved by the City Engineer.

§ 440-215. Joint use, shared facilities, and satellite parking.

- A. Joint use/shared facilities. One (1) parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one (1) use may not be credited to any other use.
 - (1) If the joint use of the same parking spaces by two (2) or more principal uses involves satellite parking spaces, then the provisions of § 440-215 B, Satellite parking, are also applicable.
 - (2) In the case of mixed uses (with different parking requirements occupying the same building or premises) or in the case of a joint use of a building or premises by more than one use having the same parking requirements, the parking spaces required shall equal the sum of the requirements of the various uses computed separately
 - (3) Off-street parking areas required for residential use shall not be included in any joint parking arrangement, with the exception of shared parking facilities in the C-2 Zone.
 - (4) The Planning Commission may authorize a reduction in the number of required parking spaces for mixed use developments or for uses that are located near each another and which have different peak parking demands and operating hours. A shared parking study acceptable to the City Engineer shall be submitted and include, at a minimum, the following:

- (a) Clearly establishes that the uses will use the shared spaces at different times of the day, week, month or year;
- (b) Address the size and type of activities, the composition of tenants, the rate of turnover for proposed shared spaces, and the anticipated peak parking and traffic loads;
- (c) Be calculated according to the following formula:
 - [1] Calculate the minimum amount of parking required for each land use as if it were a separate use;
 - [2] To determine peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in Table 15.2 below for each of the six (6) time periods;
 - [3] Calculate the column total for each of the six (6) time periods;
 - [4] The column (time period) with the highest value shall be the minimum parking requirement.

Table 15.2. Percentage to Calculate Peak Parking

Uses	Monday - Friday			Saturday and Sunday		
	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am
Residential	60%	100%	100%	80%	100%	100%
Office	100%	10%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	60%	5%
Restaurant	70%	100%	10%	70%	100%	20%
Entertainment	40%	100%	10%	80%	100%	50%
Institutional (non-religious)	100%	40%	5%	10%	10%	5%
Religious Institution	20%	40%	5%	100%	50%	5%

- (5) Provide for no reduction in the number of required handicapped spaces;
- (6) Be approved by the Planning Commission and City Engineer as part of the Site Plan or Subdivision Plan approval, based on the feasibility of the users to share parking due to their particular peak parking and trip generation characteristics;
- (7) An agreement for satellite or shared parking plan is executed between multiple users as set forth in § 440-215 C, Agreement for satellite or joint use/shared facilities.

B. Satellite parking.

- (1) If the number of off-street parking spaces required by this article cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to in this section as satellite parking spaces.
- (2) All such satellite parking spaces must be located within four hundred (400) feet of a public entrance of a principal building housing the use associated with such parking. Parking spaces for deliveries and loading and for uses oriented to emergency services as well as the elderly shall be located within one hundred (100) feet of a public entrance of a principal building housing the use associated with such parking. For uses located in all zones other than the C-2 Zone, no more than forty (40) percent of the total required spaces are to be located in satellite parking spaces.
- (3) Each entrance and exit to and from such parking area shall be at least twenty (20) feet distant from any adjacent lot line located in any residential zone.
- (4) The satellite parking areas shall be subject to all requirements of this article concerning surfacing, lighting, drainage, landscaping, screening, and setbacks.
- (5) The Planning Commission shall make finding that a safe, convenient, and adequate pedestrian connection, existing or planned, is located between the use and the satellite parking spaces.

C. Agreement for satellite or joint use/shared facilities. A shared parking agreement allows users an opportunity, if they choose, to redesign parking lots to be more efficient in serving multiple users. This may consist of making new curb cuts between parking lots, restriping lots, or redesigning internal traffic circulation and pedestrian walkways. A shared parking plan shall be enforced through written agreement. To the extent the shared parking plan implements requirements of this article an attested copy of the agreement between the owners' of record and the City shall be submitted to the City for review and approval. The agreement shall be recorded in the Kent County Recorder of Deeds by the owners' of record prior to issuance of a certificate of occupancy. Proof of recordation of the agreement shall be presented to the City Manager prior to certification. The agreement shall:

- (1) List the names and ownership interest of all parties to the agreement and contain the signatures of those parties;
- (2) Provide a legal description of the land;
- (3) Include a site plan showing the area of the parking parcel;

- (4) Describe the area of the parking parcel and designate and reserve it for satellite or shared parking unencumbered by any conditions which would interfere with its use;
- (5) Agree and expressly declare the intent for the covenant to run with the land and bind all parties and all successors in interest to the covenant;
- (6) Assure the continued availability of the spaces and provide assurance that all spaces will be usable without charge to all participating uses;
- (7) Describe the obligations of each party, including the maintenance responsibility to retain;
- (8) Incorporate the shared parking study by reference;
- (9) Be made part of the site plan/final subdivision plan;
- (10) Describe the method by which the covenant shall, if necessary, be revised;
- (11) Change in use. Should any of the satellite or shared parking uses be changed, or should the City Manager find that any of the conditions described in the approved shared parking study or agreement no longer exist, the owner of record shall have the option of submitting a revised shared parking study in accordance with the standards of this section or of providing the number of spaces required for each use as if computed separately.

§ 440-216. Design standards.

A. Parking space dimensions.

- (1) Perpendicular and diagonal parking: ten (10) feet by twenty (20) feet
- (2) Parallel parking: ten (10) feet by twenty-two (22) feet off-street; eight (8) feet by twenty-two (22) feet on-street

B. Location of parking areas.

- (1) Parking facilities may be located within required building setback areas, unless specified otherwise herein.
- (2) No required off-street parking space in any residential zone shall be located within any required front yard or side street side yard area except that parking in driveways for two (2) spaces is permitted.

- (3) The percentage of coverage of permitted parking areas and driveways in any residential zone shall not exceed fifty (50) percent of the total required front yard or side street side yard.
- (4) For all non-residential zones other than the C-1 or C-2 Zones, off-street parking facilities may be located within the required front yard, but shall not be nearer than fifty (50) feet to any residential zone.
- (5) In the C-1 and C-2 Zones, all off-street parking spaces shall be located to the side or rear of the principal structure occupying a lot, where possible.

C. Access.

- (1) Entrances and exits along state maintained streets shall be in accord with the requirements of applicable state regulations and standards. In areas under the joint or overlapping jurisdiction of the Department of Transportation and the City of Harrington, the regulations of the Department of Transportation relating to ingress and egress drives shall apply in lieu of the foregoing.
- (2) Entrances and exits to all streets shall comply with the following:
 - (a) No more than one (1) point of access shall be provided along a single street frontage. For lots with street frontage greater than three hundred thirty (330) feet, an additional access point may be granted upon review by the City Engineer and approved by the Planning Commission. In no case shall the access center lines be spaced at less than seventy-five (75) feet apart; handle no more than two (2) lanes of traffic; be less than one hundred (100) feet from the street line of any intersecting street; and be less than ten (10) feet from any property line.
 - (b) Curbing shall be depressed at the driveway or have the curbing rounded at the corners and the driveway connected with the street in the same manner as another street. Continuous open driveways shall be prohibited.
 - (c) At the discretion of the Planning Commission, landscaping or barriers may be approved in lieu of curbing along lot boundaries to control entrance and exit of vehicles or pedestrians.
 - (d) Single residential units driveways shall have a minimum width of ten (10) feet and a maximum width of twenty-four (24) feet, measured at the front property line. The Planning Commission may approve an increase to the maximum driveway width for shared driveways that serve duplex dwellings. Driveways which are one car wide may be either twenty (20) feet in length or forty (40) or more feet in length.

- (e) Non-residential driveways and major developments shall be not less than ten (10) feet or exceed fifteen (15) feet in width for one-way traffic and not less than eighteen (18) feet or exceed thirty (30) feet in width for two-way traffic, except that ten (10) feet wide driveways are permissible for two-way traffic when (a) the driveway is not longer than fifty (50) feet, (b) it provides access to not more than six (6) spaces, and (c) sufficient turning space is provided so that vehicles need not back into a public street.
 - (f) A "sight triangle" shall be observed within a triangle formed by the intersection of the street center lines and points on the street line twenty-five (25) feet from the intersection at all street intersection or intersections of driveways with streets.
- (3) Backing onto public road prohibited. Off-street parking areas that make it necessary for vehicles to back out directly into a public road are prohibited, except for dwelling units each having an individual driveway.
 - (4) Separation from walkways and streets. Off-street parking spaces shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.
 - (5) Parking shall be arranged in a manner so as not to block the travel lanes or impede access to rear access areas and to not obstruct any driveway, alley, walkway, pathway, curb cut, or cul-de-sac and other designated turning areas.
 - (6) In the C-1 and C-2 Zones, vehicular access to parking lots shall be from an alley or the secondary street frontage where possible.
 - (7) Pedestrian access. Safe provisions for pedestrian access to and through a parking lot shall be required. Pedestrian walkways through the surface parking shall connect to sidewalks along public streets.
 - (8) Interconnected parking lots.
 - (a) Parking lots on abutting nonresidential lots shall be interconnected by access driveways, where possible.
 - (b) Each parking lot shall provide cross access easements for its parking areas and access driveways guaranteeing access to adjacent lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.

D. Circulation and aisles.

- (1) Parking area aisle widths shall conform to Table 15.3, Parking Angle, below, which varies the width requirement according to the angle of parking.

Table 15.3. Parking Angle

Aisle Width (feet)	0°	45°	60°	90°
One-Way Traffic	15	16	18	24
Two-Way Traffic	22	22	23	24

- (2) Parking areas of all development shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
- (3) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
- (4) Lighting. Adequate lighting shall be provided if off-street parking spaces are to be used at night. The lighting shall be arranged and installed to minimize glare into residential areas.

§ 440-217. Surfacing and curbing.

- A. See Chapter 357, Standard Specifications for Installation of Utility Construction Projects and Subdivision Pavement Design.
- B. For parking that exceeds the minimum number of off-street spaces per Table 15.1, *Required Off-Street Parking Spaces*, of this article or if the Planning Commission determines that the paving of some or all parking spaces will have significant negative environmental impacts, then the Planning Commission may require that the parking spaces not be paved, and that the spaces be compacted, stabilized, well drained, and surfaced with interlocking permeable pavers, durable grass cover, or other pervious surface material, as reviewed and accepted by the City Engineer.
- C. All off-street parking and loading areas shall be provided with curbing or an approved equivalent so that vehicles cannot be driven onto required landscaped areas, bufferyards, and street rights-of-way and so that each parking lot has controlled entrances and exits and drainage control. Curbing or wheel stops shall be located to prevent any part of the vehicle from overhanging the street right-of-way, property lines or internal sidewalks. Parking and loading spaces shall not be an extension of any street right-of-way.

D. Drainage. Off-street parking facilities shall be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys.

§ 440-218. Marking and signage.

Parking spaces shall be appropriately demarcated with painted lines or other markings. Identification and directional signs and markers shall be used to indicate traffic flow, to ensure efficient traffic operation of the lot, and designed in accordance with the Delaware Manual on Unified Traffic Control Devices (MUTCD).

§ 440-219. Accessible parking.

Accessible parking spaces shall be signed in accordance with the following:

- A. Each handicapped parking space shall meet the requirements of the Americans with Disabilities Act (ADA);
- B. Such signs shall be vertical and placed at a height of at least five (5) feet from grade but no more than seven (7) feet when measured from the surface directly below the sign to the top of the sign for each parking space;
- C. Such signs shall comply with state and federal specifications for identification of parking spaces reserved for persons with disabilities which limit or impair the ability to walk. A sign at least twelve (12) inches wide (horizontal) and eighteen (18) inches tall (vertical) that includes the universal handicapped (wheelchair) symbol of access shall be required for each parking space reserved for use by persons with disabilities;
- D. These requirements shall not be construed to preclude additional markings, such as the international wheelchair symbol or a striped extension area painted on the space, or a tow-away warning sign;
- E. Pedestrian improvements must meet ADA requirements and Chapter 357, Standard Specifications for Installation of Utility Construction Projects and Subdivision Pavement Design.

§ 440-220. Parking area landscaping.

A. Interior landscaping.

- (1) All rows of parking spaces shall contain no more than twelve (12) parking spaces uninterrupted by a required landscaped island, which shall measure inside the curb not less than four (4) feet in width and at least eight (8) feet in length. At least one (1) approved tree shall be planted in each island. The remainder of the landscaped island shall be landscaped with sod, ground covers, or shrubs or a combination of any of the above. Where existing trees are retained in a landscape island the

amount of parking spaces in that row may be increased to fifteen (15). Interior landscaping areas shall serve to divide and break up the expanse of paving at strategic points. Perimeter landscaping shall not be credited toward interior landscaping.

(2) All rows of parking spaces shall be bordered on each end by curbed landscape islands (terminal landscape islands). Each terminal island shall measure inside the curb not less than four (4) feet in width and extend the entire length of the single or double row of parking spaces bordered by the island. A terminal island for a single row of parking spaces shall be landscaped with at least one (1) approved tree. A terminal island for a double row of parking spaces shall contain not less than two (2) approved trees. The remainder of the terminal island shall be landscaped with sod, ground covers, or shrubs or a combination of any of the above.

B. Perimeter landscaping for parking lots visible from a street shall have a landscaped area of a minimum width of four (4) feet. The landscaping shall include one or a combination of one or more of the following to provide a continuous screen of the parking lot.

(1) Evergreen hedges (evergreen shrubs installed two and one half (2½) feet on center), installed at four (4) feet in height, to grow into a continuous screen within three (3) years. Breaks in the hedge shall be provided a minimum of every thirty-six (36) feet and a maximum of every fifty (50) feet for pedestrian access.

(2) Mixed planting including street trees installed a maximum of thirty (30) feet on center and evergreen hedges (evergreen shrubs installed two and one half (2½) feet on center), installed at four (4) feet in height, to grow into a continuous screen within three (3) years. Breaks in the hedge shall be provided a minimum of every thirty-six (36) feet and a maximum of every fifty (50) feet for pedestrian access.

(3) Other materials may be considered on a case by case basis by the Planning Commission.

C. Parking lots for non-residential uses adjacent to a residential use shall be continuously screened by evergreen hedges (evergreen shrubs installed two and one half (2½) feet on center), installed at four (4) feet in height, to grow into a continuous screen within three (3) years.

§ 440-221. Maintenance.

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

§ 440-222. Bicycle accessibility, mobility, and parking.

All development in the R-4, C2, and TND Zones shall be subject to the following minimum off-street bicycle lane and parking requirements:

- A. Bicycle lanes shall be striped on all interior streets, parking lots, or roadways and/or “share the road;” Manual on Uniform Traffic Control Devices (MUTCD) approved signage shall be installed;
- B. Bicycle storage racks, or bicycle stands, shall be reserved for the particular use of the structure for which they are required.
- C. Class II bicycle storage racks shall be installed to accommodate a minimum of six (6) bicycles or one (1) bicycle for every fifteen (15) auto parking spaces required for the use, whichever is greater, with a maximum of thirty (30) bicycle spaces required.

§ 440-223. Loading and unloading space.

Off-street loading and unloading space with proper access from a street or alley shall be provided on any lot for which a building for trade or business is hereafter erected or substantially altered, provided that these requirements may be decreased or waived when recommended by the Planning Commission with final approval by City Council in any case where the unreasonableness of these regulations is clearly demonstrated.

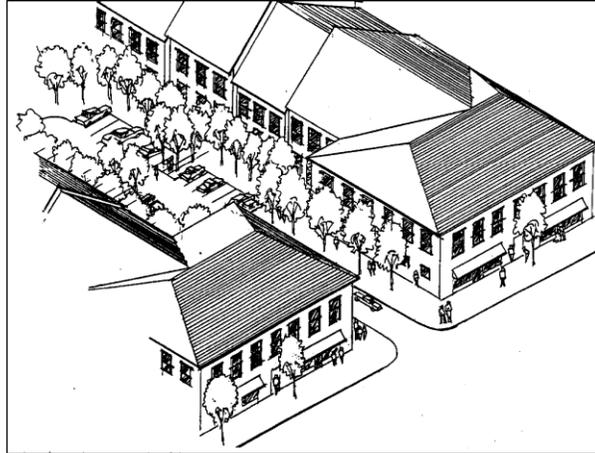
§ 440-224. Parking standards for traditional neighborhood developments.

- A. Parking requirements. Parking areas for shared or community use should be encouraged. The typical area in a mixed-use area anticipated by this article is depicted below in Figure 15.4, Sketch of Mixed Use Buildings and Parking. Parking in a TND Zone shall comply with the parking requirements set forth in Article XII, Traditional Neighborhood Development Zone, in addition to the following:
 - (1) Rear and side parking;
 - (a) For all buildings up to thirty-five thousand (35,000) square feet, a minimum of fifty (50) percent of the required parking area shall be located at the rear or side of buildings. The Planning Commission may grant a waiver to this standard as part of the site plan review process. The waiver must aid in the overall good design, and provide for safe, convenient, and efficient access.
 - (b) For all buildings of thirty-five thousand (35,000) square feet and larger, at least twenty-five (25) percent of the required parking spaces shall be placed in the side areas of the proposed development project.
 - (2) The parking lot(s) shall be located between the smaller structures and the larger structure;

- (3) In order to reduce the scale of parking areas, break the parking areas up into groups of no more than thirty-five (35) spaces per area, separated by pedestrian walkways, landscape islands and planters, public streets, buildings, or any combination thereof;
- (4) The parking lot shall be designed with traffic-calming features along the fire lanes fronting the building façades;
- (5) Pedestrian access shall be provided from all parking areas to the primary building entrances;
- (6) Design parking lots to avoid dead-end aisles;
- (7) Separate parking areas from buildings by a landscaped strip, a raised concrete walkway, or pedestrian plaza;
- (8) For mixed-use areas, parking should be provided that takes in account the needs of the different users through design measures such as shared parking with time provisions and metered parking;
- (9) Provide cross-access easements between adjacent lots to facilitate the flow of traffic between complementary users;
- (10) Applicants may request that the City consider designs that provide for shared parking between different uses with staggered peak parking demand in order to reduce the total number of spaces within the development. Shared parking must comply with § 440-215, Joint use, shared facilities, and satellite parking;
- (11) A parking lot or garage may not be adjacent to or opposite a street intersection;
- (12) Parking lots or garages must provide not less than one bicycle rack for every twenty-five (25) motor vehicle parking spaces;
- (13) Parking shall be accessed by alley or rear lane, when available;
- (14) Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line;
- (15) The vehicular entrance of a parking lot or garage on a frontage shall be no wider than thirty (30) feet;
- (16) The maximum number of parking spaces provided shall not exceed the minimum number required by more than ten (10) percent. Any parking areas that exceed the minimum number required shall be pervious parking. Pervious parking areas shall be constructed of permeable pavement and turf pavement like "turf block,"

"turf stone," and SF-Rima or grass, or some other material as approved by the Planning Commission.

Figure 15.4. Sketch of Mixed Use Buildings and Parking



Aerial perspective sketch of a mixed-use area integrating commercial (ground floor) and residential (second story) uses. A relatively narrow gap in the continuous street wall (created by the mixed-use buildings) provides access from the street to a landscaped, pedestrian-friendly parking lot.

- B. Service access. Access for service vehicles should provide a direct route to service and loading dock areas, while avoiding movement through parking areas.
- C. Paving. Reduction of impervious surfaces through the use of interlocking pavers is strongly encouraged for areas such as remote parking lots and parking areas for periodic uses.
- D. Parking area landscaping and screening. All parking and loading areas fronting public streets or sidewalks, and all parking and loading areas abutting residential zones or uses, shall provide:
 - (1) A landscaped area at least five (5) feet wide along the public street or sidewalk;
 - (2) Screening at least three (3) feet above grade and not less than fifty (50) percent opaque;
 - (3) Screening shall have openings no larger than is necessary to allow automobile and pedestrian access and shall not obstruct motorist of vehicular and pedestrian traffic on the adjoining street;
 - (4) One tree for each twenty-five (25) linear feet of parking lot frontage;
 - (5) Parking area interior landscaping;
 - (6) The corners of parking lots, "islands," and all other areas not used for parking or vehicular circulation shall be landscaped. Vegetation can include turf grass, native

grasses, or other perennial flowering plants, vines, shrubs or trees. Such spaces may include architectural features such as benches, kiosks, or bicycle parking;

(7) One landscaped island shall be provided for every fifteen (15) parking spaces.

§ 440-225 to 440-240 Reserved