

14-501-05 Parking ratios

Off-street parking must be provided in accordance with the following minimum ratios. In lieu of complying with these minimum standards, applicants may apply for approval of an alternative compliance parking plan, in accordance with Section 14-501-13.

Use Category <i>Specific use type</i>	Minimum Vehicle Parking Spaces
RESIDENTIAL	
Household Living	
Elderly Housing, Independent	1 per dwelling unit; plus accordance with Section 14-501-05.A
Elderly Housing, Semi -Independent	± 1.5 per 2 dwelling units
Elderly Housing, Dependent	± 1.5 per 4 dwelling units
Single family and Two-family in R-12 (Infill 3 lots or less)	1 per dwelling unit
Single family and Two-family in R-12	1 per dwelling unit; plus accordance with Section 14-501-05.A
All residential uses in R-18 PUD	1 per dwelling unit; plus accordance with Section 14-501-05.A
All residential uses in R-30 PUD	1 per Efficiency/studio units 1.5 per 1 or 2 bedroom unit 2 per 3 or more bedroom units; plus accordance with Section 14-501-05.A
All other	1 per dwelling unit
Group Living	1 per 4 dwelling units or 1 per 4 beds/sleeping rooms
PUBLIC/CIVIC	
College/University	As determined in accordance with Section 14-501-07
Day Care	
Home-based (1—4)	None
All other	3 per 1,000 square feet
Hospital	1 per 2 beds plus 1 per 2 employees
Library/Cultural Exhibit	2.5 per 1,000 square feet
Park/Recreation	
Community center	1 per 4 seats
All other park/recreation	As determined in accordance with Section 14-501-07
Religious Assembly	1 per 4 seats
Safety Service	
Fire station	1 per 4 employees
Police station	1 per 3 employees
Ambulance service	1 per 4 employees
School	
Elementary/Junior High	2 per classroom
Senior High	2 per classroom plus 1 per 15 students
Utilities and Services	
Basic, minor	None

All other utilities and services	As determined in accordance with Section 14-501-07
COMMERCIAL	
Animal Service	3 per 1,000 square feet
Artist Work or Sales Space	3 per 1,000 square feet
Building Maintenance Service	2 per 1,000 square feet
Business Equipment Sales and Service	3 per 1,000 square feet
Business Support Service	
Day labor employment agency	As determined in accordance with Section 14-501-07
All other business support service	3 per 1,000 square feet
Communication Service	3 per 1,000 square feet
Eating and Drinking Establishments	1 per 3 seats
Entertainment and Spectator Sports	1 per 4 seats
Financial Service	4 per 1,000 square feet
Food and Beverage Retail Sales	4 per 1,000 square feet
Funeral and Interment Service	
Cemetery/columbarium/mausoleum	As determined in accordance with Section 14-501-07
Cremating	2 per 1,000 square feet
Undertaking	1 per 4 seats
Gasoline and Fuel Sales	1 per pump + required for retail area
Lodging	1 per room
Medical Service	5 per 1,000 square feet
Office	3.5 per 1,000 square feet
Personal Service	4 per 1,000 square feet
Repair or Laundry Service	3 per 1,000 square feet
Retail Sales	4 per 1,000 square feet
Sports and Recreation, Participant	
Indoor	1 per 4 seats
Outdoor	As determined in accordance with Section 14-501-07
Vehicle Sales and Service	
Car wash/cleaning service	2 per service bay
Heavy equipment sales/rental	1 per 1,000 square feet of office and display area
Light equipment sales/rental (indoor)	1 per 1,000 square feet of office and display area
Light equipment sales/rental (outdoor)	1 per 1,000 square feet of office and display area
Motor vehicle repair, limited	2 per service bay
Motor vehicle repair, general	2 per service bay
Vehicle storage/towing	1 per employee
INDUSTRIAL	
Manufacturing, Production and Industrial Service	2 per 1,000 square feet
Recycling Service	As determined in accordance with Section 14-501-07
Residential Storage Warehouse	3, plus 1 per 50 storage spaces
Warehousing, Wholesaling, Freight Movement	1 per 1,000 square feet
OTHER	
Agriculture, Crop	None
Wireless Communication Facility	None

(Ord. No. 18210; Ord. No. 18618)

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14-501-05.A Visitor Parking

The provisions of this article shall apply to all residential uses identified in the table in 14-501-05 Parking Ratios. A visitor parking ratio of 0.4 vehicles per dwelling unit, shall be added to the minimum vehicle parking spaces calculated from the table in Section 14-501-05 Parking ratios to determine the total number of vehicle spaces. All vehicle parking shall not encroach onto public Right-of Way and shall comply with the Landscaping Bufferyards and Screening of Section 14-503. All visitor parking designs shall comply with Section 14-501. Visitor parking shall be placed within 500 ft of units. Consideration shall be made to place visitor parking stalls near development amenities. Parking lot lighting for visitor and required vehicle spaces shall comply with Section 14-508.

14-501-06 Calculations

The following rules apply when calculating the number of parking spaces required:

14-501-06-A. Multiple Uses. Unless otherwise expressly stated, lots containing more than one principal use must provide parking in an amount equal to the total (cumulative) requirements for all principal uses.

14-501-06-B. Area-Based Standards. Unless otherwise expressly stated, all area-based (square footage) parking standards must be computed on the basis of gross floor area, which is to be determined by the outside dimensions of the building, less any area within the building devoted to parking.

14-501-06-C. Employee- or Occupancy-based Standards

1. For the purpose of calculating parking requirements based on employees, students, or other occupants, calculations are to be based on the total persons and employees present or on duty at any one time when the maximum functional use of the building or land is being made.
2. The number of persons in assembly areas with fixed seating or a designed functional seating capacity is to be based on maximum functional seating capacity.
3. The number of persons in assembly areas without fixed seating or without a designed functional seating capacity is to be based on the total net floor area actually used for public assembly, divided by 35.
4. If more than one assembly area within a building is used simultaneously by different adult persons, then the capacity of all such assembly areas must be computed.
5. If several assembly areas within a building are not used simultaneously but are used by the same group of persons separately at different times, then the computation is to include only the assembly area comprising the maximum simultaneous occupancy.

14-501-07 Establishment of other parking ratios

14-501-07-A. Upon receipt of an application of a use for which no parking ratio is established in Section 14-501-05, the Community Development Director may apply the parking ratio that applies to the most similar use or establish a different minimum parking requirement on the basis of parking data provided by the applicant and the Community Development Department.

14-501-07-B. When the use requires special use or similar approval, the final decision-making body on the special use or other approval is authorized to establish the applicable parking ratio. When the use is allowed as-of-right, the Community Development Director is authorized to establish the applicable parking ratio.

14-501-07-C. Parking data and studies must include estimates of parking demand based on reliable data collected from comparable uses or on external data from credible research organizations. Comparability will be determined by density, scale, bulk, area, type of activity and location. Parking studies must document the source of all data used to develop recommended requirements.

14-501-08 Bicycle parking

14-501-08-A. Spaces Required.

1. Bicycle parking is not required for residential uses. For all nonresidential uses, at least three bicycle parking spaces or five percent of the required off-street vehicle parking spaces, whichever is greater, are required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is two percent of the required off-street vehicle parking spaces. Libraries, schools, and swimming pools must provide at least ten bicycle parking spaces or ten percent of the required off-street vehicle parking spaces, whichever is greater.
2. The Community Development Director is authorized to approve an administrative adjustment reducing the number of bicycle spaces required for a particular use in accordance with Section 14-501-05.

14-501-08-B. Design and Location. Required bicycle parking spaces must:

1. Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;
2. Allow both the bicycle frame and the wheels to be locked using a standard U-lock;
3. Be designed so as not to cause damage to the bicycle;
4. Facilitate easy locking without interference from or to adjacent bicycles;
5. Be located in convenient, highly visible, active, well-lighted areas without interfering with pedestrian movements.

14-501-09 Use of required parking areas

14-501-09-A. Required off-street parking areas may be used solely for the parking of licensed motor vehicles in operating condition. Unless otherwise permitted by this Section, required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, or recreational vehicles or building materials. For the purposes of this Section, references to "residentially zoned," "residential," or "residential district" shall also include properties zoned Commercial (O/C) or Industrial (I) that are used for residential purposes.

14-501-09-B. Required off-street parking spaces are intended to serve residents, tenants, patrons, employees, or guests of the principal use. Off-street parking spaces that are required by this development ordinance must be maintained for the life of the principal use.

14-501-09-C. No motor vehicle repair work or disassembly of any kind is permitted in a required parking space.

14-501-09-D. Off-street parking in residential districts may be used solely for the parking of passenger motor vehicles. No trucks may be parked in residential districts, except for vehicles actively being used for deliveries and trucks that are licensed for a gross vehicle weight of no more than 12,000 pounds and that have a length of no more than 22 feet.

14-501-09-E. Commercial vehicles, as defined by this Chapter, shall not be parked on any residential zoned lot except for the expressed temporary purposes of making deliveries (e.g., moving van) of goods or services.

14-501-09-F.Emergency vehicles, such as police, fire and ambulance, shall be exempt from these requirements. For the purpose of this section, tow trucks will not be considered emergency vehicles.

14-501-09-G.No buses of any kind shall be parked on any residentially-zoned lot. However, religious assembly, institutional or community service uses, as permitted in a residential district, may park buses on their lots in conjunction with their services and activities.

14-501-09-H.Hauling trailers less than 15 feet of total length, measured tongue to tail, may be parked or stored in any off-street parking area in a residential zoning district. Hauling trailers less than 15 feet of total length parked or stored in the front or street side yard must be parked or stored on a paved, all-weather surface and must not encroach into the street right-of-way or over a sidewalk. Hauling trailers can be either open or enclosed. Hauling trailers over 15 feet of total length may be parked in a residential zoning district provided it meets the following criteria:

- (a) The property must be located on property with access to streets on the City's Thoroughfare Plan designated as "Divided Highway", "Highway", and "Arterial" but excluding the Little Blue Parkway, Valley View Parkway and Jackson Drive.
- (b) The hauling trailer must not be longer than 22 feet of total length.
- (c) There can be a maximum of one trailer over 15 feet of total length per residential lot.
- (d) The hauling trailer can be parked on the property for no more than 24 hours in a week. In no case shall a hauling trailer be parked overnight.
- (e) Any trailer must be parked on a paved, all-weather surface and must not encroach into the street right-of-way or over a sidewalk.

14-501-09-I.Recreational vehicles and equipment shall be parked or stored as follows:

1. Residential front or street side yard—Such equipment shall be parked or stored on a paved, all-weather surface. No recreational vehicle or equipment shall be parked or stored within the right-of-way or over the sidewalk. No recreational vehicle or equipment shall be parked or stored on any lot within the vision clearance area as defined in Chapter 17 of the City Code.
2. Residential rear or interior side yard—Such equipment shall not be parked or stored within seven feet of an interior side or rear lot line but need not be on a paved, all-weather surface.
3. In residential districts, recreational vehicles and equipment must be parked or stored on property with either a principal or accessory building, and cannot be parked or stored on a vacant lot.
4. Recreational vehicles and equipment may not be parked or stored on an O, C, or I zoned property except for establishments intended for such parking or storage such as recreational vehicle parks, vehicle sales lots, and residential storage warehouses.
5. All recreational equipment must be properly stored on a trailer if such equipment is not roadworthy.

(Ord. No. 17446; Ord. No. 17782; Ord. No. 17942; Ord. No. 18689; Ord. No. 19193, § 1, 2-16-2021)

14-501-10 Location of parking areas

14-501-10-A.General. Except as otherwise expressly stated in this development ordinance, required parking spaces must be located on the same lot as the use served.

14-501-10-B.Setbacks and Parking Surfaces.

1. **Residential Districts.** The following standards apply in all R districts:

- (a) Parking spaces and maneuvering aisles are prohibited in required exterior setbacks, except as otherwise expressly stated. Access driveways may traverse required exterior setbacks.
- (b) Parking spaces for detached houses, zero lot line houses, attached houses, and two-unit houses may be located on an approved driveway and adjoining asphalt/concrete pads, or other designated, approved parking areas. Parking on other than asphalt, concrete, paver stones, brick, or other hard durable surface, as determined by the Community Development Director, is expressly prohibited. Paver stones, bricks, and related materials must be designed and manufactured to withstand the weight of a motor vehicle. Driveways composed of gravel or other aggregate that lawfully existed before July 20, 2004 may continue to be used for off-street parking areas but may not be expanded or enlarged. In order to retain the use of these nonconforming gravel parking and drive areas, the areas must be maintained at all times and kept free from grass, dirt, and other debris.
- (c) No more than 40 percent of the front yard area in an R district may be paved or used for vehicle use. On corner lots, not more than 20 percent of the exterior side yard area may be paved or used for vehicle use.
- (d) In R-A districts, on lots of five acres or more, aggregate may be used for driveways provided that the driveway approaches are constructed with the approval of the ~~Public Works~~ **Municipal Services** Department, and an asphalt/concrete parking pad for at least two vehicles is provided adjacent to the residential structure.

2. **Commercial and Industrial Districts.** In O, C, BP/PUD and I districts, parking is prohibited in required setback areas and in required landscape areas. All parking and storage of vehicles must be on a paved, all-weather surface.

(Ord. No. 17782; Ord. No. 17942; Ord. No. 17988; Ord. No. 18395; Ord. No. 19207, § 4, 4-19-2021)

14-501-11 Accessible parking (for persons with disabilities)

14-501-11-A. Uniform Federal Accessibility Standards. Off-street parking areas must be designed and laid out to comply with the Uniform Federal Accessibility Standards (UFAS). In the event of conflict between the standards of this section (14-501-11) and the UFAS, the UFAS will govern.

14-501-11-B. Number of Spaces. A portion of the total number of required off-street parking spaces in each off-street parking area must be specifically designated, located, and reserved for use by persons with disabilities. The following table shows the minimum number of accessible spaces that must be provided. Parking spaces designed for persons with disabilities will be counted toward fulfilling off-street parking standards.

Total Parking Provided	Accessible Spaces Required
1–25	1
26–50	2
51–75	3
76–100	4
101–150	5
151–200	6
201–300	7
301–400	8
401–500	9
501–1,000	2% of total spaces
1,001+	20, plus 1 per 100 spaces over 1,000

14-501-11-C.Space Dimensions. All parking spaces reserved for persons with disabilities must comply with the parking space dimension standards of Section 14-501-12, provided that aisles must be provided immediately abutting such spaces, as follows:

1. **Car-Accessible Spaces.** Car-accessible parking spaces must abut an access aisle with a minimum width of five feet.
2. **Van-Accessible Spaces.** Van-accessible parking spaces must abut an access aisle with a minimum width of eight feet.

14-501-11-D.Location of Spaces. Required spaces for persons with disabilities must be located in close proximity to building entrances and be designed to permit occupants of vehicles to reach the building entrance on an unobstructed path.

14-501-11-E.Signs and Marking. Required spaces for persons with disabilities must be identified with signs and pavement markings identifying them as reserved for persons with disabilities. Signs must be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above pavement level. Signs must include the international symbol of accessibility (in white on a blue background) and the words "Minimum \$50 to \$300 fine."

14-501-11-F.Ramps. Accessibility ramps shall be designed and constructed so as to be integrated into the sidewalk. Ramps shall not be located within or extend into an accessible aisle or any other portion of the parking lot.

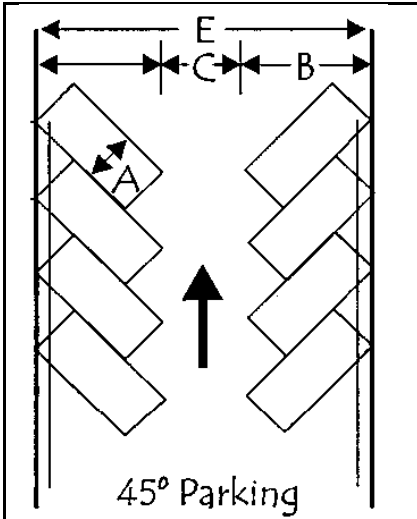
14-501-12 Parking area design

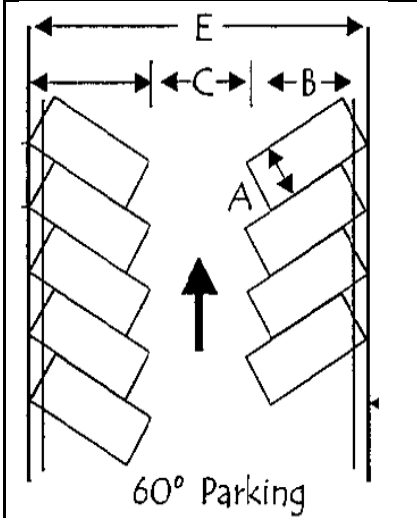
14-501-12-A.~~Public Works~~ Design and Construction Manual. Off-street parking areas must comply with construction specifications in the ~~Public Works~~ Design and Construction Manual.

1. **New parking areas shall comply with the stormwater drainage requirements of the Kansas City Metropolitan Chapter of APWA Division V Section 5600 Storm Drainage System Facilities February 16, 2011.**
2. **Parking areas undergoing redevelopment, expansion, renovation, repairs, or maintenance shall comply with the Kansas City Metropolitan Chapter of APWA Division V Section 5601.3 Storm Drainage System Facilities February 16, 2011.**
3. **Parking lots shall be constructed so that parked vehicles shall not project over public right-of-way.**
4. **Surface shall be constructed of either a minimum two inch asphaltic concrete or four inch portland cement concrete.**

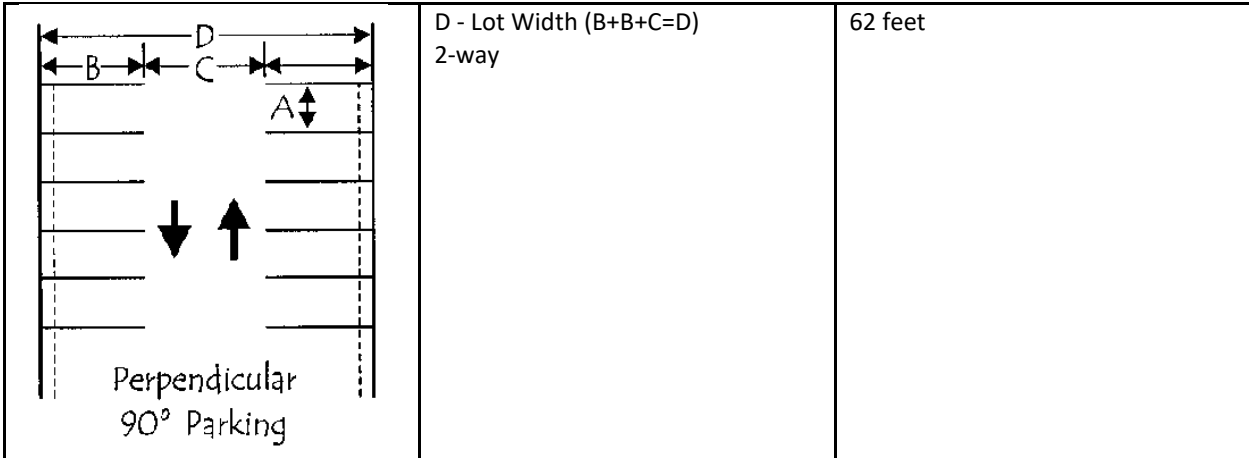
14-501-12-B.Parking Space and Aisle Dimensions. Parking spaces and drive aisles must comply with the following dimensional standards. Standards for other parking angles must be interpolated from the standards presented below.

45° Angle Parking Design		Minimum Dimensions
	A - Stall Width	9 feet
	B - Stall Depth	18 feet
	C - Aisle Width 1-way	14 feet

	E - Lot Width (B+B+C=E) 1-way	50 feet
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60° Angle Parking Design	Minimum Dimensions	
	A - Stall Width	9 feet
	B - Stall Depth	18 feet
	C - Aisle Width 1-way	18 feet
	E - Lot Width (B+B+C=E) 1-way	54 feet

90° Angle Parking Design	Minimum Dimensions	
	A - Stall Width	9 feet
	B - Stall Depth	18 feet
	C - Aisle Width 2-way	26 feet



14-501-12-C.Striping. All parking spaces must be clearly marked with contrasting white or yellow striping. Stripes must have a minimum width of four inches. Parking stall widths may be measured from the center of the stripe.

14-501-12-D.Ingress/Egress. All parking areas must be designed to allow vehicles to enter and exit (to the street) in a forward motion. This provision does not apply to parking areas that contain two or fewer spaces whose sole access is to a local street.

14-501-12-E.Landscaping. Parking areas must be designed to comply with the parking lot landscaping requirements of Article 14-503.

14-501-12-F.Stormwater. To maximum extent feasible, stormwater runoff from parking areas must be managed in parking lot landscaping.

14-501-13 Alternative compliance parking plans

14-501-13-A.Scope. This section authorizes several alternatives to strict compliance with the parking standards of this article.

14-501-13-B.Applicability. Applicants seeking approval of an alternative compliance parking plan must secure approval of such plan in accordance with the provisions of this section.

14-501-13-C.Contents. Alternative compliance parking plans must be submitted in a form established by the Community Development Director and made available to the public. At a minimum, such plans must detail the type of alternative proposed and the rationale for such a proposal, including any supporting research or documentation required by the director.

14-501-13-D.Review and Approval Procedure. The Community Development Director is authorized to approve, approve with conditions or deny alternative compliance parking plans.

14-501-13-E.Violations. Violations of an approved alternative compliance parking plan will be considered violations of this development ordinance and be subject to the penalty and enforcement provisions of Article 14-801.

14-501-13-F.Approval Criteria. The Community Development Director is authorized to approve alternative compliance parking plans if the applicant demonstrates to the satisfaction of the Community Development Director that the proposed plan:

1. Will comply with all applicable requirements of this section;

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2. Will not adversely affect surrounding neighborhoods;
 3. Will not adversely affect traffic congestion and circulation; and
 4. Will have a positive effect on the economic viability or appearance of the project or on the environment.

14-501-13-G. Authorized Alternatives. The Community Development Director is authorized to approve alternative compliance parking plans for the following:

1. Shared parking (See Section 14-501-13-H);
2. Off-site parking (See Section 14-501-13-I);
3. Special facilities for cyclists (See Section 14-501-13-J);
4. Valet parking (See Section 14-501-13-K);
5. Transportation demand management programs (See Section 14-501-13-L);
6. Transit accessibility (See Section 14-501-13-M); ~~and~~
7. Pervious parking surfaces (See Section 14-501-13-N); and

8. Parking Ratios (See Section 14-501-05).

- 89.** A combination of the above listed alternatives or other alternatives authorized by the Community Development Director.

14-501-13-H. Shared Parking

1. **Description.** Shared parking represents an arrangement in which two or more nonresidential uses with different peak parking periods (hours of operation) use the same off-street parking spaces to meet their off-street parking requirements.
2. **Authorization and Criteria.**
 - (a) The Community Development Director is authorized to approve an alternative compliance parking plan allowing shared parking arrangements for nonresidential uses with different hours of operation.
 - (b) The Community Development Director may permit up to 100 percent of the parking required for a daytime use to be supplied by the off-street parking spaces provided for a nighttime or Sunday use and vice-versa.
 - (c) In order to approve an alternative compliance parking plan for shared parking, the Community Development Director must find, based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.
3. **Uses with Different Hours of Operation.**
 - (a) For the purposes of this section, the following uses are considered daytime uses:
 - (1) Office uses;
 - (2) Retail uses,
 - (3) Industrial uses; and
 - (4) Other similar primarily daytime uses, when authorized by the Community Development Director.

(b) For the purposes of this section, the following uses are considered nighttime or Sunday uses:

- (1) Auditoriums accessory to schools;
- (2) Religious assembly facilities;
- (3) Entertainment uses;
- (4) Eating and drinking establishments; and
- (5) Other similar primarily nighttime or Sunday uses, when authorized by the Community Development Director.

4. **Location of Shared Parking Facility.** A use for which an application is being made for shared parking must be located within 500 feet walking distance of the shared parking, measured from the entrance of the use to the nearest parking space within the shared parking lot
5. **Agreement.** An agreement providing for the shared use of parking, executed by the parties involved, must be filed with the Community Development Director, in a form approved by the Community Development Director. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this article. Such agreement shall be recorded with the County Recorder of Deeds office.

14-501-13-I.Off-Site Parking. The Community Development Director may permit all or a portion of the required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this section.

1. **Location.** No off-site parking space may be located more than 1,000 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the Community Development Director if adequate assurances are offered that van or shuttle service will be operated between the shared lot and the principal use.
2. **Zoning Classification.** Off-site parking areas are accessory to the principal uses that the parking spaces serve. Off-site parking areas require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area unless approved as a special use pursuant to Article.
3. **Off-Site Parking Agreement.** An agreement providing for the use of off-site parking, executed by the parties involved, must be filed with the Community Development Director, in a form approved by the Community Development Director. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this article.

14-501-13-J.Special Facilities for Cyclists. The Community Development Director may authorize up to a 25 percent reduction in the number of required off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists. Examples of accommodations include enclosed bicycle lockers, employee shower facilities and dressing areas for employees. A reduction in parking may not be granted merely for providing outdoor bicycle parking spaces.

14-501-13-K.Valet Parking. The Community Development Director may authorize valet parking as a means of satisfying up to 100 percent of otherwise applicable off-street parking ratios. In order to approve an alternative parking plan for valet parking the Community Development Director must determine that the proposal satisfies the approval criteria of Section 14-501-13-F and that the valet parking will not cause interference with the public use of rights-of-way or imperil the public safety.

14-501-13-L.Transportation Demand Management Programs. The Community Development Director may authorize up to a 50 percent reduction in the number of required off-street parking spaces for large employers (150 employees or more) that institute and commit to maintain a transportation demand management program, in accordance with the standards of this section.

1. **Required Study.** The applicant must submit a report to the Community Development Director that clearly indicates the types of transportation demand management activities and measures proposed.
2. **Transportation Management Activities.** The following transportation demand management activities may qualify for a reduction in otherwise required off-street parking ratios:
 - (a) The appointment of a transportation coordinator with responsibility for disseminating information on transit, ride-sharing and other alternative transportation options.
 - (b) The institution of off-peak work schedules, allowing employees to arrive at times other than the peak morning commute period. The peak morning commute period is defined as 7:00—9:00 a.m.
 - (c) The provision of specially marked spaces for each registered car pool and vanpool vehicles.
 - (d) The provision of cash or in-kind financial incentives for employees commuting by car pool, vanpool and public transit.

14-501-13-M.Transit Accessibility. The Community Development Director may authorize up to a 50 percent reduction in office parking ratios for uses located within 1,000 feet of a transit stop with 60-minute or more frequent service during the hours of 7:00 a.m. to 9:00 a.m.

14-501-13-N.Pervious Parking Surfaces. The Community Development Director may authorize a portion of required off-street parking spaces to be provided on pervious surfaces subject to the following:

1. The decision of the Community Development Director must indicate what number or percentage of required parking spaces may be provided on pervious surfaces.
2. The Community Development Director is authorized to determine acceptable pervious surfaces.
3. Parking spaces, aisles, etc. must be marked by flags, biodegradable dyes or paints, or some other method that does not kill grass or plants.
4. Pervious parking areas must be adequately drained.

14-501-14 Loading

14-501-14-A.Ratios. Off-street loading spaces must be provided in accordance with the following schedule:

Use Type (floor area)	Minimum Number of Loading Spaces Required
Public/Civic, Commercial and Industrial Uses	
Under 20,000 square feet	None
20,000—49,999 square feet	1
50,000+	2

14-501-14-B.Design and Location

1. **Public Works Design and Construction Manual.** Loading and maneuvering areas must comply with construction specifications in the Public Works Design and Construction Manual.
2. **Plans.** Plans for location, design and layout of all loading spaces shall be indicated on required site plans.

3. **Space Size.** Off-street loading spaces, excluding maneuvering areas, must be at least ten feet wide and 25 feet long unless off-street loading will involve the use of semi-tractor trailer combinations or other vehicles in excess of 25 feet in length, in which case the minimum size of a space shall be 12 feet by 50 feet, with a minimum vertical clearance of 15 feet.
4. **Access.** Maneuvering spaces must be provided and designed so that there will be no backing onto a public street.

14-501-15 Vehicle stacking areas

14-501-15-A.Minimum Number of Spaces. The following vehicle stacking requirements apply unless otherwise expressly approved by the Community Development Director:

Activity Type	Minimum Number of Stacking Spaces	Measured from
Bank teller lane	4	Teller or Window
Automated teller machine	3	Teller
Pharmacies	4	Window
Restaurant drive-through	7	Order Box
Car wash stall, automatic	10	Entrance
Car wash stall, self-service	3	Entrance
Gasoline pump island	1	Pump Island
Other	Determined by City Engineer	

14-501-15-B.Design and Layout. Required stacking spaces are subject to the following design and layout standards otherwise expressly approved by the Community Development Director:

1. **Size.** Stacking spaces must be a minimum of ten feet by 20 feet in size.
2. **Location and Design.**
 - (a) Stacking spaces may not be located in the street right-of-way and must be located and designed to ensure safe and efficient movement of pedestrians and vehicles.
 - (b) Designated pedestrian crossings at least five feet in width must be provided to ensure pedestrian safety.
 - (c) Pedestrian walkways that cross vehicle stacking lanes must be clearly marked though the use of durable, low-maintenance surface materials such as pavers, bricks, scored concrete or scored and painted asphalt. Raised walkways must meet ADA standards.

Figure 500-2

