

## Article 7. Access & Parking Standards

7.01	Intent & Applicability
7.02	Access & Circulation
7.03	Required Parking
7.04	Parking Design
7.05	Loading Areas
7.06	Alternative Access & Parking Plan

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### 7.01 Intent & Applicability

- A. **Intent.** The intent of the Access and Parking standards is to:
1. Emphasize the importance of site access for multiple of modes of transportation.
  2. Preserve streetscape design and street functions by coordinating access along block faces and internal to blocks.
  3. Provide the optimal amount of vehicle parking for individual sites, recognizing that too much and too little parking each have negative impacts.
  4. Create access and parking standards appropriate to the context of the site, considering street designs and surrounding development patterns.
  5. Ensure appropriate site design features that mitigate the physical and aesthetic impact of parking on streetscapes and surrounding sites.
  6. Maximize opportunities for on-street parking, shared parking or reduced parking rates where appropriate, and reduce the inefficiency from underutilized and redundant surface parking on adjacent sites.
  7. Promote parking designs that minimize runoff, incorporate low impact design features, and infiltrate storm water into the ground.
- B. **Applicability.** Access and parking shall be shown on site plans, according to the application requirements in Article 2. Specifically the standards in this article apply to:
1. All new development, buildings or uses on a site.
  2. A change of use or business for an existing site or building, or additions to existing buildings, except to the extent necessary to account for non-conforming site conditions as specified in 1.05.D.
  3. The access standards shall not limit the location of any existing access, unless in conjunction with a public streetscape project or the entire site is redeveloped or where the existing access is determined to be a danger to public safety in association with a development application or street project. The design standards may apply to existing access when more than 50% of a parking area is added, reconstructed, or similarly impacted by development.

### 7.02 Access & Circulation

- A. **Driveways.** Driveway shall be designed according to the following standards.

1. **Width, Location and Spacing.** Driveway location and spacing shall be limited based on the Street Design Type in Section 3.01 (Driveway Limits specified for each street type). In addition, the following standards and guidelines shall apply:
  - a. Where driveway spacing standards for streets in Section 3.01 limit or prohibit access, shared driveways, common access lanes or alleys internal to blocks are preferred.
  - b. Driveway spacing may be averaged along a block for residential lots or on local streets to allow the best arrangement considering grades, streetscapes, and building and lot layouts.
  - c. Direct access to an arterial street shall be permitted only when the subject property has no other reasonable access to the street system, after considering alternatives such as access from side streets, shared driveways, common frontage lanes, rear alleys, or through access drives.
  - d. Driveways or through access drives that have over 100 average daily trips (ADT) may be further limited by access spacing in the Public Works Standards and Specifications or applicable access management policies.
  - e. The frontage design standards on a particular lot or block in Sections 5.02.D and 6.04 Frontage Design may put further restrictions on the width, location or extent of driveways in the frontage area.
  
2. **Setbacks.** Except for where shared or common access is permitted and executed through easements, driveways shall be set back from side or rear lot lines as stated in Table 7-1: Driveway Setbacks.

<b>Table 7-1: Driveway Setbacks</b>	
<b>Access</b>	<b>Setback from side or rear lot line</b>
Residential access < 6 units	2' +
Residential access 7 – 40 units	5' +
Non-residential access and residential access to 41+ units	10+
Shared access	May be on the property line.

3. **Through Access Drives.** Any single project, lot or site greater than 5 acres, or lots where access is constrained by driveway standards, shall provide a system of through access drives that establish access and circulation within the site. (See Figure 3-2 in Section 3.01). Through access drives:
  - a. Shall be laid out to organize the site into smaller internal blocks between 1 and 4 acres.
  - b. Shall be designed to mimic public street cross sections in Section 3.01, including sidewalks, landscape amenities, on-street parking and travel lanes.
  - c. May be treated as public streets for determining the proper location, orientation and design of sites and buildings within the project.
  - d. Trail, greenway or pedestrian passages meeting the standards of section 3.02 may account for a portion of this internal circulation network, provided it connects buildings, open spaces, and internal streets with similar networks external to the site and presents a logical connection point for pedestrians and bicycles.
  
4. **General Design Standards.** All access shall meet the following design standards.
  - a. Sufficient on-site storage to accommodate queued vehicles waiting to park or exit without interfering with street traffic.

- b. Provisions for circulation between adjacent parcels shall be provided by through access drives, cross access easements, and other shared access provisions to protect the function, design and character of public streets.
- c. Driveway spacing and design shall be located so that safe ingress and egress is provided, considering the function and design speed of the street from which the access is provided, and minimizing potential conflicts of all modes of transportation, including pedestrians, bicycles and vehicles.
- d. Landscape, buildings, and other site elements at access points shall be designed to meet the sight distance requirements of Section 3.01.D.2, Sight Distances.
- e. Any access from a state highway shall only be permitted as authorized and approved by the Colorado Department of Transportation.

**B. Sidewalks.**

1. *Generally.* Development sites shall include direct sidewalk connections and circulation at the same or greater frequency as provided for vehicles. Sidewalks shall connect public entrances of buildings and sites to the following, in the most direct manner possible:
  - a. Sidewalks in the public streetscape or along through access drives.
  - b. Parking areas and any perimeter sidewalks, internal walkways or crosswalks associated with the parking areas.
  - c. Civic or open space, or other common areas designed for active use.
  - d. Transit stops, station or park and ride location – existing or anticipated.
  - e. Where connections from sidewalks in the public streetscapes or through access drives is not practical or is too remote, sites shall provide pedestrian connections to any of the above areas or amenities on adjacent sites. Connections directly to adjacent sites shall be made in any case where the connections by sidewalks on public streets or through access ways results in pedestrian routes greater than 300 feet.

2. *Sidewalk Width.* Internal sidewalks shall meet the requirements of Table 7-2: Internal Sidewalk Widths.

<b>Table 7-2: Internal Sidewalk Widths</b>	
<i>Location</i>	<i>Minimum Width</i>
<ul style="list-style-type: none"> <li>▪ Generally; OR</li> <li>▪ Any residential property</li> </ul>	5'
<ul style="list-style-type: none"> <li>▪ Along the facade of a commercial building of 5,000 s.f. or less abutting a parking area; OR</li> <li>▪ Along any through access drive</li> </ul>	6'
<ul style="list-style-type: none"> <li>▪ Along the facade of a commercial building of 5,001 s.f. to 19,999 s.f. abutting a parking area; OR</li> <li>▪ A primary route between the street or parking area and the building entrance.</li> </ul>	8'
<ul style="list-style-type: none"> <li>▪ Along the facade of any commercial building of less than 20,000 square feet with a primary entrance, or similar building with significant public and pedestrian access.</li> </ul>	10'
<ul style="list-style-type: none"> <li>▪ Along the facade of a commercial building of 20,000 s.f. or more abutting a parking area or with a primary entrance.</li> </ul>	15'
<ul style="list-style-type: none"> <li>▪ Any access designed for both pedestrians and bicycles.</li> </ul>	12'
<ul style="list-style-type: none"> <li>▪ Along any parking area with vehicle overhangs;</li> </ul>	+ 2' to other required width

3. *Pedestrian Amenities.* Sidewalks and internal pedestrian circulation shall be separated from moving vehicles with curbs, landscape buffers, curbside parking, or similar elements of the circulation and open space system; except crosswalks or other similar limited segments, which may be distinguished paint, brick, or colored or scored concrete and similar design features that signify pedestrian priority.

- C. **Exceptions and Alternatives.** The Director may consider or require exceptions or alternatives to these standards where:
1. The Director determines that the standards when applied to a particular project or street, will adversely impact the function of the transportation network in the vicinity of the site;
  2. A specific access management study or plan for a portion of the City or street segment has altered application of these standards; or
  3. The context of the project warrants a different access design when considering the functional class of the street, the streetscape design on the particular block, and existing and anticipated adjacent land uses.

Exceptions or alternatives shall be evaluated balancing the streetscape design objectives and traffic conditions of a particular street segment and may approved if the intent of this article is equally or better met by the alternative.

### 7.03 Required Parking

- A. **Vehicle Parking Rates.** Table 7-3: Required Parking provides minimum parking requirements and general categories apply to all similar uses not specifically listed. Where a use is not similar to a general use in the table or could meet more than one category, the Director shall determine the appropriate classification based on industry guides and the most similar use in terms of scale, format and operation. The following criteria shall be used in interpreting the table:

1. Employee rates shall consider maximum number of employees likely to be on-site at one time.
2. Square footage rates shall consider leasable floor area or active area dedicated to the particular use. Where this number is not easily or readily determined, 85% of gross floor area may be used.
3. A seating or capacity rate shall consider total number of seats based on industry standards for typical layouts of buildings or building codes.
4. Where uses or sites have components of different uses (i.e. hotel with a restaurant), each component shall be calculated under most applicable rate.

Table 7-3: Required Parking	
Use Category / Specific Use	Minimum Parking Rate
<b>Residential</b>	
<i>Accessory Dwelling</i>	1 / unit
<i>Dwellings (detached, attached, row house, manufactured)</i>	2 / unit
<i>Dwellings (multiple or mixed)</i>	2 / unit (Studio / 1 bedroom)
	2.5 / unit (2 bedroom)
	2.75 / unit (3 bedroom)
	3 / unit (4 + bedroom)
	Director may administratively approve 0.5 / unit for micro units (> 400 s.f.)
<i>Senior Living (independent)</i>	Same as Dwellings (detached, attached, row house, manufactured)
<i>Senior Living (assisted or nursing)</i>	1 / 4 beds + 1 per employee
<i>Group Home (assisted)</i>	Same as Dwellings (detached, attached, row house, manufactured)
<i>Group Home (protective or rehabilitative)</i>	1 / 1 bed + 1 per employee
<i>Group Home (emergency shelter)</i>	1 / 8 beds + 1 per employee
<b>Public / Civic</b>	
<i>Assembly</i>	1 / 3 seats
<i>Public Safety / Services</i>	1 / 400 s.f.
<i>Library</i>	1 / 600 s.f.

<b>Table 7-3: Required Parking</b>	
<b>Use Category / Specific Use</b>	<b>Minimum Parking Rate</b>
<i>Museum</i>	1 / 1,000 s.f.
	2 / class (elementary or junior)
<i>School</i>	1 / 4 students + 1 / employee (senior or higher education) OR 1 / 4 seats of all auditorium or even space, whichever is greater
<b>Commercial</b>	
<i>Retail – Small (1.5K – 4K)</i>	1 / 500 s.f.
<i>Retail – General (4K – 10K)</i>	1 / 300 s.f.
<i>Retail – Medium (10K – 50K)</i>	1 / 200 s.f.
<i>Retail – Large (50K – 100K)</i>	1 / 200 s.f.
<i>Retail – Warehouse (100K+)</i>	1 / 250 s.f.
<i>Grocery Store</i>	1 / 200 s.f.
<i>Lodging - B&amp;B</i>	1 / guest room + 1 for operator or owner
<i>Lodging - Hotel / Motel</i>	1 / guest room + 0.5 / 100 s.f. of restaurant + 0.5 / 4 seats of meeting space
<i>Medical Care</i>	1 / 200 for all general office and service areas + 1 / bed (admittance permitted)
<i>Office &amp; Services</i>	1 / 300 s.f. generally 1 / 200 s.f. for uses that have frequent customer visits (i.e. medical services, day care, bank, vehicle repair, personal services)
<i>Restaurant, bar or night club</i>	1 / 100 s.f.
<i>Health and Fitness Center</i>	1 / 100 s.f.
<i>Recreation and Entertainment</i>	1 / 200 s.f. generally 1 / 4 seats of fixed seating areas 1 / active patron station (i.e 4 per lane bowling; 4 per hole golf course; etc.) 1 / 100 s.f. for food and beverage service areas
<b>Industrial</b>	
<i>Manufacturing</i>	1 / 500 s.f. (artisan/limited or light) 1 / 750 (all others) Director may administratively approve 1 / 1000 s.f. or 1 / employee for any large format manufacturing operations where the s.f. of building or site does not reflect the scale of operations or parking needs
<i>Warehousing</i>	1 / 1,000 (up to 10,000 s.f.) 1 / 2,000 (10,001 s.f. to 50,000 s.f.) 1 / 5,000 (over 50,000 s.f.)
<b>Agriculture</b>	
<i>.All uses</i>	Use combination of residential, public/civic commercial and industrial rates based on type and general nature of agriculture activities.

B. **Maximum Parking.** No non-residential use shall provide more than 150% of the minimum required parking, including all eligible reductions in 7.03.C., without documented evidence of actual parking demand based on studies of similar uses in similar contexts. In addition, any parking permitted over 125% of the minimum shall require mitigating potential impacts of additional parking through one or more of the following strategies:

1. Provide shared parking for other uses on the block or adjacent blocks according to this article.
2. Use alternative surfaces designed to infiltrate stormwater, and approved by the Public Works Director.

3. Provide additional buffers and site open spaces to screen parking with at least a 10% increase in the open space or buffers required for the parking, and at least a 20% increase in the amount of landscape material required for the parking.
  4. Design all parking areas over the 100% minimum as dual purpose space, such as plazas or courtyards, playgrounds, event areas for regular and active use of the space during non-peak times.
  5. Increase the lot open space required for the building and site in Section 5.03 or Section 6.03 by an amount equal to the area of parking over the 100% minimum and locate this open space to limit the impact and visibility of parking.
- C. **Parking Reductions.** The parking required by Table 7-3: Required Parking may be reduced depending on context and according to the following strategies:
1. *DT Exempt.* No parking is required in the DT zoning district, except that any residential uses shall meet the parking requirements for that building type, and the required spaces shall be located with 400 feet of the residential building. The Director may require parking for any non-residential use over 10,000 square feet provided the location, accessibility, and design of the parking is consistent with the overall planning and urban design objectives of the downtown area.
  2. *On-street Parking Credit.* All on-street parking within 500 feet of any lot frontage shall count towards the parking requirement at a rate of 0.25 spaces for every on-street space not on the lot boundary and .75 spaces for every space on the lot boundary.
  3. *Bicycle Parking Credit.* All bicycle parking designed and located according to subsection D. may reduce the required vehicle parking at a rate of 1 space for every 2 bicycle parking spaces up to a maximum of 25% of the required vehicle parking or 20 spaces, whichever is less. To be eligible for this credit, the applicant must demonstrate that it is practical to expect significant bicycle access to the site based on the location and proximity to the regional bicycle network, the design of the site, and the nature of the use and anticipated patrons.
  4. *Public Parking Credit.* Any site within 1,320 feet of a public parking area may reduce the required vehicle parking at a rate of one space for every two parking spaces, except that if the public parking is part of a managed district, the district policies and management may establish a different allocation of spaces.
  5. *Transit Credit.* The Director may reduce the parking requirement up to 25% for any development within ¼ mile of a high-frequency transit stop. In making a determination on the eligibility for and amount of the credit, the Director may consider the nature of the use, the likelihood that it generates transit trip origins and destinations, and the level of transit service at the stop.
  6. *Shared Parking.* Required parking may be reduced for any site containing multiple uses, or for adjacent sites with different uses according to Table 7-4, Shared Parking. Any shared parking arrangement shall require an agreement among all landowners participating in the agreement to ensure access, joint use, maintenance, and other operational issues. The agreement shall be recorded for each participating property with the office of the applicable county clerk and recorder. The agreement shall state that it cannot be changed or modified without the approval and signature of the Director. A shared agreement that differs from this table may also be approved based on a joint parking study for the sites and uses demonstrating adequate parking during peak hours for all parties to the agreement.

<b>Table 7-4: Shared Parking</b>					
<b>Use</b>	<b>Percentage of Required Parking by Time Period</b>				
	<b>Weekday</b>		<b>Weekend</b>		<b>All</b>
	<b>6 AM to 5 PM</b>	<b>5 PM to 1 AM</b>	<b>6 AM to 5 PM</b>	<b>5 PM to 1 AM</b>	<b>1 AM to 6AM</b>
<i>Employment</i>	100 %	10 %	5 %	5 %	5 %
<i>Retail or Service</i>	75 %	75 %	100 %	90 %	5 %
<i>Restaurant</i>	50 %	100 %	75 %	100 %	25 %
<i>Entertainment &amp; Recreation</i>	30%	100 %	75 %	100 %	5 %
<i>Place of Worship</i>	5 %	25 %	100 %	50 %	5 %
<i>School</i>	100 %	10 %	10 %	10 %	5 %
<i>Dwellings</i>	25 %	90 %	50 %	90 %	100 %
<i>Lodging</i>	50 %	90 %	75 %	100 %	100 %

D. **Bicycle Parking.** All non-residential or multifamily uses within 600 feet of an existing or future bicycle route or trail identified in the Comprehensive Plan or other related bicycle transportation plan shall provide bicycle parking spaces according to Table 7-5, Bicycle Parking.

<b>Table 7-5: Bicycle Parking</b>	
<b>Activity</b>	<b>Required Spaces</b>
<i>Primary or secondary school</i>	30% of the student capacity
<i>Retail or office uses</i>	10% of the required vehicle spaces.
<i>Recreation and community facilities</i>	15% of the required vehicle spaces
<i>Other institutional, employment, industrial or entertainment uses</i>	5% of the required vehicle spaces.
<i>Multi-unit Residential Buildings</i>	1 per dwelling unit; 1.5 per dwelling unit with 2 or more bedrooms

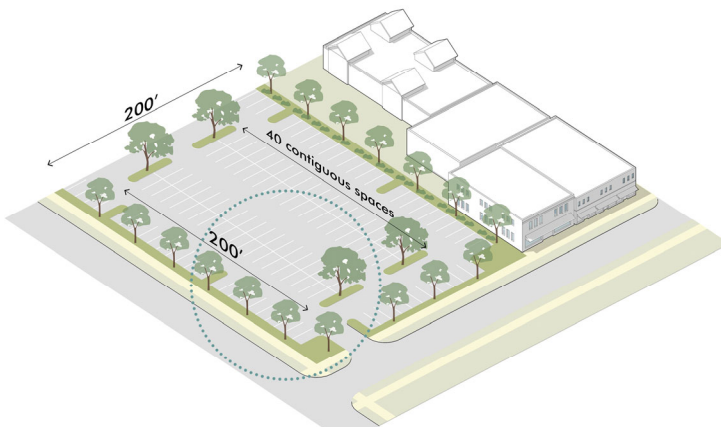
Bicycle parking shall be designed according to the following standards:

1. A structure shall be securely anchored to the ground and usable for both U-locks and cable locks, support a bike at two points of contact to prevent damage to wheels or frames, and have 2 feet x 6 feet clearance for each bicycle.
2. Structures that serve another primary function but are designed to meet these standards, may count to this requirement.
3. Bicycle parking shall be located in a well-lit area with convenient and safe pedestrian circulation and be on pavement or all-weather, dust-free stabilized surface.
4. Bicycle parking for non-residential uses shall be located within 100 feet of the primary entrance.
5. At least 50% of required bicycle parking for residential uses, employment uses, or other similar uses where bicycles are likely to be parked for longer than 4 hours, shall be

- located within the building or other all-weather and secure enclosure. Any bicycle parking for employment uses that is being used for a credit to the required vehicle parking shall be secured or inside a building to meet long-term parking needs.
  - 6. Short-term bicycle parking facilities may be located in the right-of-way subject to streetscape design plans and the Public Works Director approval. Structures shall be designed for some other primary purpose meeting the streetscape standards or be designed with artistic or ornamentation enhancements compatible with the streetscape character at the specific location.
  - 7. Alternative standards and specifications based on recognized industry guidance or best practices for bicycle parking may be approved by the Director through site plan review.
- E **Accessible Parking.** Accessible vehicle parking spaces shall be provided in accordance with the applicable building codes and the Americans with Disabilities Act (ADA) guidelines for quantity, design and location.

### 7.04 Parking Design

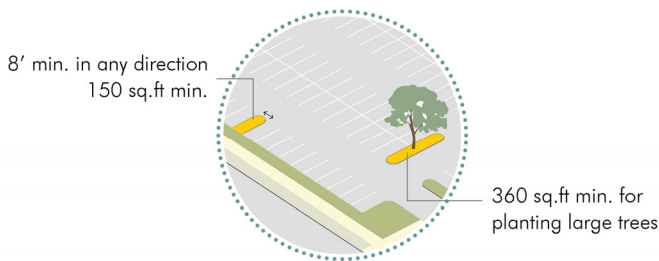
- A. **Parking Landscape Design Objectives.** Landscape areas required by Table 7-6, Parking Design shall be arranged to achieve the following design objectives:
1. All buffers and islands shall have the proper allocation of landscape materials required by Section 8.02 and Section 8.03 and be arranged to provide shade, infiltrate runoff, soften large expanses of pavement and screen parking from adjacent streets and property.
  2. In general, no parking or circulation area expanse shall be more than 200' in any direction without perimeter buffer, internal island or parking block edge.
  3. Parking modules shall be no more than 40 contiguous spaces without landscape islands through either end caps, center strips, or perimeter buffers.
  4. No landscape island shall be less than 8 feet in any dimension and no smaller than 150 square feet. Any landscape island designed for planting large trees shall be at least 360 square feet; otherwise, large trees should be concentrated in the parking perimeter buffer.
  5. Any perimeter buffer or center landscape strip that contains a sidewalk shall have at least 6 feet of landscape on each side of the sidewalk in order to contribute to the parking landscape requirement.



**Figure 7-1 Parking Landscape**  
*The required landscape elements should be located to break up the larger expanses of parking and to ensure the survival and maximum mitigating impact of planting in the landscape areas.*



- B. **Location, Size and Landscape Area.** On-site parking shall be designed and located in a manner that mitigates negative impacts on streetscapes and adjacent property. The design standards in Table 7-6, Parking Design are based on the number of parking spaces per area and the location on the lot relative to the principal building (front, side or rear).

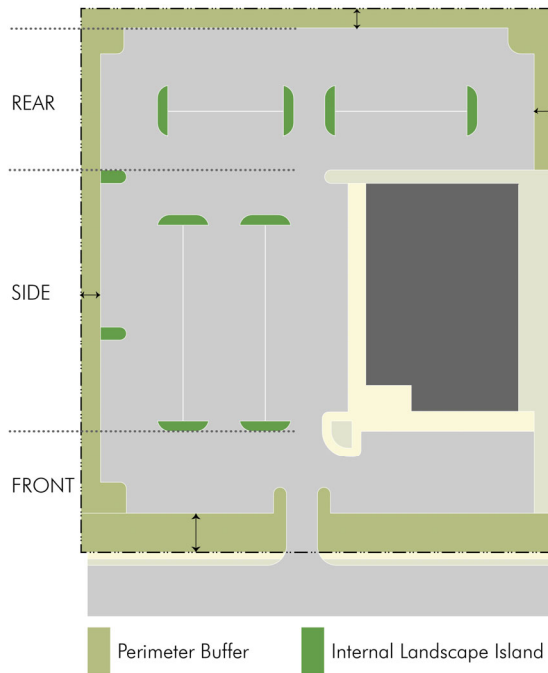


**Table 7-6: Parking Design**

<i>Spaces per Parking Block</i>	<i>Front [1]</i>	<i>Side</i>	<i>Rear</i>
<i>250 or more</i>	Must be broken into smaller parking blocks. [2]	Must be broken into smaller parking blocks. [2]	10% Internal Landscape Islands; AND 15' Perimeter Buffer.
<i>150 - 249</i>	Must be broken into smaller parking blocks [2]	10% Internal Landscape Islands; AND 15' Perimeter Buffer.	6% Internal Landscape Islands; AND 15' Perimeter Buffer.
<i>100 - 149</i>	10% Internal Landscape Island 10' Perimeter Buffer; AND 30' Front Setback Buffer	6% Internal Landscape Islands; AND 15' Perimeter Buffer.	6% Internal Landscape Islands; AND 6' Perimeter Buffer
<i>50-99</i>	6% Internal Landscape Islands; 10' Perimeter Buffer; AND 15' Front Setback Buffer	6% Internal Landscape Islands; AND 6' Perimeter Buffer	6' perimeter buffer
<i>20-49</i>	6% Internal Landscape Islands; AND 6' Perimeter buffer; AND 6' Front Setback Buffer	6' Perimeter Buffer	6' Perimeter Buffer
<i>Under 20</i>	6' Perimeter Buffer; AND 6' Front Setback Buffer	6' Perimeter Buffer	6' Perimeter Buffer

[1] Any surface parking lot in residential districts shall be behind the front building line or setback at least 30' from the front lot line, whichever is less.

[2] Where individual sites require or provide parking areas larger than the maximum size in this table, parking lots shall be broken into "parking blocks" meeting the size, location, and landscape requirements of this table. These "parking blocks" shall be arranged around perimeter buffers and through access drives that mimic public streetscapes.

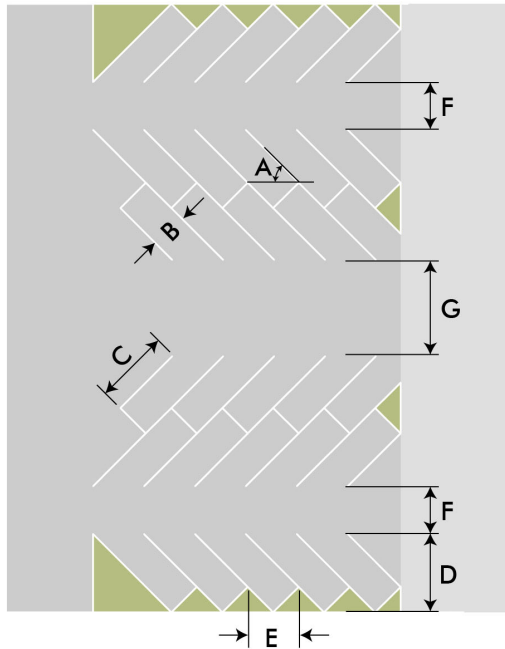


**Figure 7-2 Parking Design**  
 Design standards for parking, including buffer and landscape islands, depend on its location in relation to the building and streetscape, and on the size of the parking area. Table 7-6 is based on larger parking areas and parking in the frontage area requiring greater limits or landscape design mitigation than smaller parking areas or parking in the rear of buildings.

- C **Sidewalks.** In meeting the standards of Sections 7.02.B and 7.04. B, a sidewalk connection shall be provided from the perimeter of the parking lot to the building entrance or building frontage. For parking areas over 150 spaces, a sidewalk connection shall be provided through the parking area and to the building frontage at least every 400 linear feet. Sidewalks meeting this standard may be located internal to the parking lot if separated from the surface parking, in any perimeter landscape area, or along any through access drive.
- D. **Parking Dimensions.** Parking areas shall be designed to meet the dimension specifications in Table 7-7: Parking Dimensions.

Parking Angle Width (A)	Width (B)	Length (C)	Depth to Curb (D)	Curb Width (E)	Aisle Width – One-way (F)	Aisle Width – Two-way (G)	Bumper Overhang*
0°	7.0'	22'	7.0'	22'	12'	20'	n/a
30°	8.5'	20'	18'	17'	15'	20'	1.5'
45°	8.5'	20'	20'	12'	15'	20'	1.5'
60°	9.0'	19'	21'	10.5'	18'	24'	2.0'
90°	9.0'	18'	18'	9.0'	20'	24'	2.0'

\* Amount of Depth to Curb dimension that may overhang landscape area or sidewalk other wheel stop block. If overhanging sidewalk, this amount shall be added to the required minimum sidewalk width.



- A: Parking Angle
- B: Width
- C: Length
- D: Depth to Curb
- E: Curb Width
- F: Aisle Width -- One-way
- G: Aisle Width -- Two-way

**Figure 7-3 Parking Dimensions**  
Dimensions standards of Table 7-7, applied to typical parking layouts.

**E. General Design Standards.**

1. All required parking shall be on-site except as specifically provided in this article for credits or shared parking sections. Additionally, the Director may allow for a portion of required parking off site through a site plan review subject to the following specific considerations:
  - a. It is within 600 feet of the subject site for non-residential and 200 feet for residential;
  - b. It is in the same or comparable zoning district;
  - c. The presence of the off-site lot does not negatively impact potential development on that lot or in the vicinity;
  - d. There are no pedestrian barriers or other access constraints;
  - e. Any parking area developed or improved specifically to provide off-site parking in association with the application shall meet the design standards of this article; and
  - f. An agreement demonstrating rights and control of the off-site property is provided.
2. No parking space shall be located where it backs into a street or parking drive aisle unless designed as part of on-street parking on public streets or through access drives according to the standards in 3.01.
3. All parking areas shall be used solely for parking of vehicles in operating condition for patrons, occupants or employees of the use, unless specifically authorized otherwise by provisions in this code.
4. All parking and access areas shall be designed to adequately address drainage and runoff, including curb, gutters and inlets, or any other drainage strategy approved by the Public Works Director to support best management practices to minimize runoff and encourage infiltration of storm water.
5. All off-street parking areas and driveways shall be graded and paved with an all-weather material meeting Public Works Standards and Specifications.
6. All off-street parking spaces, except parking for residential buildings under 8 units, shall be outlined by white or yellow stripes at least 4 inches wide painted on the surface. All

- non-parking spaces, such as loading zones, emergency and drive-through lanes, or spaces in front of doorways and entrances shall be clearly differentiated from parking.
7. The Director may approve exceptions to the design standards in this Section to facilitate infill development or where site constraints hinder the ability to meet the dimensional standards. Any exception shall be based on documentation that the proposed dimensions and arrangements will not require unsafe or impractical maneuvering, and may be conditioned on additional requirements to equally or better meet the intent of this article.

### 7.05 Loading Areas

- A. **Loading Requirements.** In mixed-use, commercial, or industrial districts, off-street loading shall be required as indicated in Table 7-8, Loading Areas.
  1. The number and size of spaces may be revised based on the operating characteristics of the particular use and determined through site plan review.
  2. Loading areas shall be located on a remote portion of the building and site or internal to the block and buffered by other buildings wherever possible.
  3. Loading areas and activities shall not interfere with the use of walkways, drive aisles, stacking areas, internal access streets or public streets.
  4. Loading shall be screened from public streets or adjacent residential areas in a manner that best limits visibility and mitigates noise, according to the buffer types and design standards in Section 8.03.

<b>Gross Floor Area</b>	<b>Required Loading Area and Size</b>
<i>Under 3,000 s.f</i>	N/A, or may be shared per 7.05.B
<i>3,000 – 10,000 s.f</i>	1 space; 10' x 25'
<i>10,001 – 25,000 s.f</i>	2 spaces; 10' x 25'
<i>25,001 – 40,000 s.f.</i>	2 spaces; at least one of which is increased to 10' x 50'
<i>40,001 or more s.f.</i>	3 spaces, Plus 1 for every 50,000 s.f. over 100,000; at least every third space shall be increased to 10' x 50'

- B. **Mixed Use Buildings or Districts.** In any area, project or zoning district designed to promote pedestrian activity, or for buildings and sites where more compact building and site design is required, alternate loading standards shall be permitted by the Director. Alternate loading standards may include sharing of loading spaces among multiple smaller tenants, using side streets, on-street parking, or alleys – particularly where there is sufficient spaces during off hours for loading or deliveries per Table 7-8, or other similar strategies that avoid designing sites for large vehicle access.

### 7.06 Alternate Access & Parking Plan

- A. **Site Plan.** The Director may approve an alternative access and parking plan that varies from the parking or design standards required by this article, including all credits and exceptions, by an

additional 15% or less. The application shall be in association with a Site Plan process in Section 2.06, and the Director shall consider the following:

- a. Consideration of the proposed use as well as potential future uses.
  - b. Evidence of precedents of similar uses in similar contexts or other industry standard indicates a lesser number will be sufficient due to the need due to the nature of the use, the likelihood that patrons or tenants have reduced car ownership or drive less, and the availability and practicality of walking, bicycling or transit access.
  - c. The character of the surrounding area and adjacent land uses, and the availability and overall demand on alternative parking within 600 feet, including on-street parking.
  - d. The reduction will equally or better meet the intent of this article.
- B. **Conditional Use Permit.** The Planning Commission may approve an alternative access and parking plans beyond what may be approved by the Director through the Site Plan review. The application shall be processed as a Conditional Use Permit according to Section 2.07, be based on the same criteria in sub-section A., and be supported by a specific study or industry standard.
- C. **Deferral of Required Spaces.** In either of the above cases, a portion of the required parking may be deferred through the site plan review if the initial occupancy of the premises will be adequately served by the lesser number of spaces and an approved final plan clearly indicates the location, pattern and circulation of deferred parking. The deferred parking area shall be brought to finished grade, be landscaped, and shall not be used for building, storage, loading or other purposes. The approval of the site plan shall specify a time, criteria or occurrences where the Director may require construction of necessary parking.