

CHAPTER 1 OFF-STREET PARKING.

Subd. 1. Purpose.

It is the purpose of this Chapter to provide for the regulation of and design standards for off-street parking facilities within the City, to minimize congestion of the public right-of-way and to maximize the safety and general welfare of the public.

Subd. 2. Scope.

The off-street parking requirements and off-street loading requirements of this Subdivision shall apply within all zoning districts, except the C-1, Central Business District.

Subd. 3. Calculating Space.

- A. Where calculations result in requiring a fractional space, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or more shall require one (1) space.
- B. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the building structure or use times the number of floors, minus ten (10) percent.
- C. Should a building or structure contain two (2) or more types of uses, each should be calculated separately for determining the total off-street parking spaces required.

Subd. 4. Site Plan Required.

- A. Except for single family dwellings, all applications for a building or an occupancy permit shall be accompanied by a site plan drawn to scale and dimensioned indicating the location of all off-street parking and loading spaces in compliance with the requirements of this Chapter. The Site Plan shall include the following information:
 1. Zoning District.
 2. North point and scale.
 3. All adjacent rights-of-way.
 4. The ownership of the entire lot being developed.
 5. Dimensions of the lot and parking spaces.
 6. The owner's name, address and phone number.
- B. Required site plans shall be reviewed by the Planning Commission and approved by the City Council, in accordance to the criteria developed in this Subdivision.
- C. Site Plan Criteria.
 1. Upon review by the Planning Commission and approval by the City Council, the plan for off-street parking shall meet the following site design standards:
 - a. Residential: All areas devoted for parking space and driveways shall be surfaced with permanent materials (i.e. bituminous, concrete, bricks, pavers, etc. but **NOT** grass, sand/dirt, gravel, recycled materials (concrete/bituminous) or crushed granite). All parking areas shall be designed to control surface runoff to adjacent properties either with curbing or grading techniques. Commercial areas: new businesses/expansions-5 year timeframe to upgrade designated customer parking areas to permanent material, bituminous, concrete, pavers, brick. Designated employee/non-public areas allow bituminous, concrete, recycled materials, crushed

rock/granite, pavers, brick. No landscaped areas shall be used for the parking of vehicles.

- b. Any lighting used to illuminate off-street parking areas shall be directed away from abutting property and public right-of-way.
- c. No sign shall be so located as to restrict the sight, orderly operation and traffic movement within any parking area. Only signs necessary for the orderly operation of traffic movement or parking regulation shall be permitted in any parking area. Such signs shall not be considered part of the permitted advertising space and shall be subject to regulations pursuant to Chapter 18.
- d. All parking lots shall be screened and landscaped from abutting residential uses or districts by a wall, fence or densely-planted compact hedge or tree cover not less than four (4) feet nor more than eight (8) feet in height.
- e. The parking area shall meet the minimum design standards, and number of stalls required under this Chapter.

Subd. 5. *Reduction of Existing Parking and Loading Spaces.*

Parking or loading spaces existing upon the effective date of this Ordinance shall not subsequently be reduced below the requirements of this Chapter.

Subd. 6 *Change of Use or Occupancy of Land or Building.*

No change of use or occupancy of land, or of use or occupancy of any building, shall be made until there is furnished sufficient parking and loading spaces as required by this Chapter.

Subd. 7. *Use of Parking and Loading Space.*

- A. Required parking or loading spaces shall not be used for storage of goods or for storage of vehicles or trailers that are inoperable or for sale or rent.
- B. Off-street parking facilities accessory to residential uses shall be utilized solely for the parking of the passenger automobiles of the dwelling unit occupants. No commercial vehicles, or equipment, exceeding sixteen thousand (16,000) pounds gross weight, shall be parked, stored, or otherwise continued in a residential district for more than twenty-four (24) hours unless in a completely enclosed structure or unless they are being used in conjunction with a legitimate service being rendered for the benefit of the residential premises
- C. Under no circumstances shall required parking facilities accessory to residential structures be used for the parking of automobiles belonging to the employees, owners, tenants or customers of nearby business establishments.
- D. The front part of any residential lot shall not be used for a parking lot.

Subd. 8. *Design and Maintenance.*

- A. Drainage and Surfacing: Driveways shall not exceed a grade of six (6) percent and all parking lots except those for less than four (4) vehicles shall be graded according to a drainage plan which has been approved by the City Engineer. Catch basins, sumps and underground storm sewers may be required.
- B. Striping: All lots for five (5) or more vehicles shall have the organization of spaces painted on the surface according to the plan approved by the City.
- C. Circulation: Lots shall be so designed that internal circulation shall be available without utilizing the public street.

- D. Maintenance: It shall be the joint and several responsibility of the lessee and/or owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking area, striping, landscaping and screening.
- E. Lighting: All lighting used to illuminate an off-street parking area shall be shaded or diffused so as to reflect the light away from the adjoining property and away from abutting traffic flow.

Subd. 9. Stall, Aisle, and Driveway Design.

- A. Each parking space shall be not less than nine (9) feet wide and twenty (20) feet in length, exclusive of an adequately designed system of access driveways. Provided, however, that in school parking lots of more than three hundred (300) parking spaces, up to forty percent (40%) of such spaces may be designated and clearly marked as compact car parking spaces. A compact car parking space shall not be less than eight (8) feet wide and eighteen (18) feet in length exclusive of the adequately designed system of access drives.
- B. Except in the case of single-family, two-family, and townhouses, parking areas shall be designed so that circulation between parking aisles or driveways occurs within the designated parking lot and does not depend upon a public street or alley and such design does not require backing into the public street.
- C. Except in the cases of single-family, two-family and townhouses, parking areas shall comply with the following standards:

ANGLE OF PARKING (ALONG CURB)	STALL WIDTH	STALL DEPTH	MIN. DRIVEWAY WIDTH
Zero degrees	9'	22'	12'
30 degrees	9'	19'	12'
45 degrees	9'	21'	13'
60 degrees	9'	22'	18'
90 degrees	9'	19'	24'

- D. No curb cut /driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street right-of-way for residential uses, and sixty (60) feet for commercial and industrial areas. This distance shall be measured from the intersection of lot lines.
- E. Curb cut/driveway access, parking areas shall not be located within any easement areas within the lot and must be a minimum of five (5) feet from the side lot lines. Except corner lots on which the side yard on the intersecting street shall not be less than fifteen (15) feet
- F. All property shall be entitled to at least one (1) curb cut/driveway access. Single family uses shall be limited to one (1) curb cut/driveway access per property measuring no more than 24 feet in width at the curb in shoreland areas (within 1,000 feet of shoreland) and no more than 30 feet in width at the curb in non-shoreland areas, except that single-family lots measuring 125 feet or more of road frontage may be allowed two curb cuts/driveway accesses. The second access must be at least thirty (30) feet from the edge of the primary access. The second curb cut/driveway access will not result in conflicts with traffic flow or endanger public safety.
- G. All parking spaces shall be served by access aisle or driveway connections to a public right-of-way.
- H. In the B-1 and I-1 Districts, no parking or loading space shall be located within ten (10) feet of any property line which abuts a public street or residential district.

- I. Private roads and parking areas must be designed to take advantage of natural vegetation and topography to achieve maximum screening from view from public waters. Within Shoreland Overlay Districts documentation must be provided by a qualified individual that all roads and parking areas are designed and constructed to minimize and control erosion to public waters consistent with the other local, state, and federal standards.
- J. Private roads, driveways, and parking areas must meet 5' side setbacks and must not be placed within bluff and shore impact zones, when other reasonable and feasible placement alternatives exist. If no alternatives exist, they may be placed within these areas, and must be designed to minimize adverse impacts.
- K. Public and private watercraft access ramps, approach roads, and access-related parking areas may be placed within shore impact zones provided the vegetative screening and erosion control conditions of this Chapter are met. For private facilities within the Shoreland Overlay Area the grading and filling provisions of this Ordinance must be met.

Subd. 10. Number of Required Parking and Loading Spaces.

The following minimum number of off-street parking and loading spaces shall be provided and maintained:

USE	# OF REQUIRED PARKING SPACES
Single family, two family, townhouse dwelling	2 spaces/unit
Multiple family dwelling	2 free spaces/unit
Boarding house, fraternity house, sorority house	2 spaces/3 persons
Bed & Breakfasts	2 spaces/ 3 persons
Baseball fields, stadiums	1 space/8 seats
Schools	10 per classroom
Public parks/playgrounds	As per Planning Comm.
Church, theatre, auditorium, gymnasium	1 space/4 seats of main assembly hall
Skating rink, public auction house	1space/200 sq. ft. of gross floor area
Miniature golf course, archery range, golf driving range	10 spaces respectively
Hospital	1 space/3 beds PLUS 1 space per 2 employees on maximum shift.
Nursing home, adult daycare, assisted living facilities	4 spaces PLUS one for each 3 beds
Office buildings, professional offices, banks, animal hospitals	4 spaces PLUS 1 space/ 500 sq. ft over 1000 sq. ft.
Undertaking establishments	1 space/50 sq. ft. of gross floor area PLUS 1 space/ official vehicle
Motels, hotels	1 space/rental room PLUS spaces required for restaurant (see restaurant)
Drive-in establishment and convenience food	1 space/20 sq. ft. of gross floor area, with a minimum of 20 spaces.
Bowling Alley	5 spaces/lane or alley
Retail store and service establishment in B-2 District	1 space/200 sq. ft. of floor area
Retail sales and services with 50% or more of floor area devoted to storage, warehouse and/or industry	1 space/200 sq. ft. of gross floor area devoted to sales or service PLUS 1 space/500 sq. ft. of storage area
Automobile service station (motor fuel station)	4 spaces PLUS 2 spaces for each stall

Restaurants, cafes, private clubs, bars, taverns and nightclubs	1 space/100 sq. ft. of gross floor area of dining and bar area PLUS 1 space/80 sq. ft. of kitchen area
Dance halls	1 space/ 35 sq. ft of gross floor area on dance floor.
Car wash: automatic drive through	10 spaces
Car wash: self-service	2 spaces
Auto repair, bus and taxi terminals, boat and marine sales and repair, bottling company, garden supply store, building material sales	8 spaces PLUS one additional space/800 sq.ft. of floor area over 1,000s.f.
Manufacturing, fabricating, or processing of a product or materials, warehouse, storage or post office	1/2 space/employee but no less than 1 space/1000 sq. ft. gross floor area PLUS 1 space per company vehicle kept on premises.

Subd. 11. Joint Facilities.

- A. The City Council may, after receiving a recommendation from the Planning Commission, approve a Conditional Use Permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business, if the following conditions are satisfactorily met:
1. The building or use for which the application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 2. The applicant shall show that there is no substantial conflict in the operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
 3. The provisions of this Ordinance are considered and satisfactorily met.

Subd. 12. Off-Street Loading Facilities.

Loading space required under this Chapter shall be at least fifty (50) feet long and ten (10) feet wide. The regulations of this Chapter are not applicable in the "C-1" Central Business District. Every lot used for commercial or industrial purposes and having a building or buildings with a total floor area of at least ten thousand (10,000) square feet and every lot used for office or research purposes on which there is a building or buildings having a total floor area of at least twenty thousand (20,000) square feet, shall be provided with an off-street loading space. An additional off-street loading space shall be required for lots used for commercial or industrial purposes where the floor area of all buildings exceeds one hundred thousand (100,000) square feet. All off-street loading facilities shall be situated on the lot so that truck traffic is not required to utilize the public right-of-way for maneuvering.