

# Off-Street Parking and Loading

## Land Development Code Section 4.4

### CITY OF GUNNISON DEVELOPMENT ASSISTANCE PACKET

This Development Assistance Packet has been prepared for your convenience and assistance in processing land use applications in the City of Gunnison. You should note that this Development Assistance Packet contains excerpts from the *City of Gunnison Land Development Code (LDC)*. Please be advised that the *LDC* is amended from time to time and such amendments may not be included within the Development Assistance Packet. It is your responsibility to review the entire *LDC* and all amendments thereto, which are maintained in the office of the City Clerk, to determine if you have all of the current ordinances related to the *City of Gunnison Development Code* and what effect, if any, the *LDC* has on your property, project, or application.

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visibility in each travel lane entering an arterial street and not less than 100 feet of visibility on other streets.

#### **§4.4 OFF-STREET PARKING AND LOADING**

**A. Purpose.** This Section establishes parking standards for land uses in the City. The standards are intended to lessen congestion on the streets and to ensure an adequate supply of parking spaces within a reasonable distance of uses.

#### **B. Applicability**

- 1. Requirements for Certificate of Occupancy.** Unless specifically exempt, all existing and proposed development shall provide off-street parking and loading facilities in accordance with this Section. No certificate of occupancy shall be issued until these parking requirements and regulations have been met.
- 2. Modifications Must Conform.** With the exception of a restriping of a parking area or other vehicular use area which does not result in a reconfiguration of the parking spaces, any modification to existing off-street parking and loading facilities shall conform to the requirements of this Section.
- 3. Site Plan Required.** No land with more than four parking spaces shall be developed as a parking area or parking garage without an approved site plan issued.
- 4. When Existing Off-Street Parking and Loading may be Grandfathered.** Buildings and uses lawfully existing as of the effective date of this *LDC* may be redeveloped, renovated or repaired without providing additional off-street parking and loading facilities, if there is no increase in gross floor area or change in use of existing floor area that would increase parking demand.
- 5. When Additional Off-Street Parking and Loading is Required.** These Off-Street Parking and Loading Standards shall apply when an existing structure is enlarged or the change in use requires additional parking. Additional off-street parking spaces will be required only to serve the enlarged or expanded area, not the entire building or use, provided that in all cases the number of off-street parking spaces approved for the entire use (pre-existing plus expansion) must equal at least 75 percent of the minimum requirements established in this Section.
- 6. Off-Street Parking and Loading in the CBD.** Uses in the CBD zone district are exempt from the parking space demand (minimum number of spaces) and loading requirements set forth in this Section of the *LDC* excluding upper story residential units and bed and breakfasts in an approved Conditional Use application developed in the CBD. However, any use in the CBD proposing off-street parking facilities are subject to all Standards of this Section, with the exception of minimum number of space requirements (§4.4 D.)

#### **C. Parking Calculation Provisions**

- 1. For Developments Containing More than One Use.** Developments containing more than one use shall provide parking spaces in an amount equal to the total of the requirements for all uses.

2. **Floor Area Calculation.** The method of measuring floor area shall be as described in §1.7 F.
3. **Fractional Spaces.** Where fractional spaces result, the parking spaces required shall be construed to be the next highest whole number.
4. **Uses Not Listed.** The parking space requirements for a use not specifically listed in the table below shall be the same as for the listed use deemed most similar to the proposed use by the Community Development Director. The Community Development Director shall use the criteria in §2.5 A, to determine how an unlisted use should be treated.
5. **Based on Occupancy.** For the purposes of computing parking requirements based on occupancy, calculations shall be based on the largest number of occupants working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable, and whichever results in the greater number of spaces.
6. **Garages.** Garages of adequate size serving residential uses shall be applied to parking requirements.

**D. Minimum Off-Street Parking.** The following minimum schedule establishes the minimum number of off-street parking spaces to be provided for the use categories described in this *LDC*.

TABLE 4-7 OFF-STREET PARKING REQUIREMENTS			
USE CLASSIFICATION	SPECIFIC USE	MINIMUM NUMBER OF SPACES REQUIRED	
<b>Residential Use Categories (§3.2)</b>			
Household Living	Single-Family Dwellings, Townhouses, Two-family Dwellings, Manufactured Home and Mobile Home	2.0 per dwelling unit	
	Multi-Family Dwellings, and Upper Floor Residential	1 <sup>st</sup> Unit	2.0 per dwelling unit
		Each additional unit	1.75 per dwelling unit
	Accessory Dwelling Unit	1.0 per Accessory Dwelling Unit	
Congregate Living	Rooming and boarding houses, dormitories, fraternities or sororities	1.0 per bed	
	Nursing Homes	1.0 per employee, plus 1 visitor space per 2 beds	
	Assisted Living	1.0 per employee, plus 1 visitor space per 4 beds	
Accommodations	Hotels and Motels	1.0 per guest room +1 space per 3 employees and 75% of parking required for other associated or accessory uses (restaurants, offices, meeting spaces)	
	Hostels <sup>1</sup>	1.0 per 2 beds	
	Bed and Breakfasts	1.0 space per guest room, plus 2 spaces for the owner/manager's unit	
<b>Public, Civic and Institutional Use Categories (§3.4)</b>			
Community Service	Neighborhood or Community Centers	1.0 per 300 sq. ft. of improved area	
Educational Facilities	Elementary and Middle Schools	1.0 per classroom + 1.0 per 300 sq.ft. of office area + 1.0 per 5 seats in any auditorium assembly	
	All Other Schools	6.0 per classroom + 1.0 per 300 sq.ft. of office area + 1 per 5 seats in any auditorium or similar facility	
Day Care	Day Care Homes, Schools and Centers	1.0 per non-resident employee	
Medical	Hospital	1.0 per 2 beds + 1.0 per employee per day shift	
Parks and Open Space	Cemeteries, Mausoleums	To be determined by Director (§4.4D 2.a)	
	Parks and recreational facilities	To be determined by Director (§4.4D 2.a)	
Religious Institutions	Churches or Places of Worship	1 space per every 4 seats in the main sanctuary, plus 1 space for the parish home	
Utilities	Major utilities	To be determined by Director (§4.4D.2.a)	
	Minor utilities	None	

<sup>1</sup> Ordinance 3, 2015

TABLE 4-7 (CONTINUED)		
USE CLASSIFICATION	SPECIFIC USE	MINIMUM NUMBER OF SPACES REQUIRED
<b>Accommodation, Retail, Service - Commercial Use Categories (§3.6)</b>		
Entertainment Event, Major	Auditoriums	1 space per every 4 seats
	Fairgrounds	To be determined by Director (§4.4 D.2.a)
Office	Banks and Financial Institutions	1.0 per 300 sq. ft. + vehicle stacking see §4.4 J
	Radio and Television Studios	1.0 per 300 sq. ft.
	Government Offices	1.0 per 300 sq. ft.
	Professional Offices	1.0 per 300 sq. ft.
	Medical Clinic or Dental Office	1.0 per 200 sq. ft.
Parking, Commercial	Commercial parking lots and garages	1 space per Attendant
Recreation and Entertainment, Outdoor	Golf driving range	1.0 per tee box
	Recreational vehicle parks	2 spaces per Site/RV Site (including RV), plus 1 parking space for each five sites for guests
Retail Sales and Service, Sales-Oriented	Art Galleries	1.0 per 1000 sq. ft.
	Auto sales and rental	1.0 per 300 sq. ft.
	Automotive Supplies	1.0 per 250 sq. ft.
	Book Stores	1.0 per 250 sq. ft.
	Convenience Stores, without gas pumps	1.0 per 200 sq. ft.
	Furniture and Appliance Stores	1.0 per 400 sq. ft.
	Greenhouse/Nursery, Retail	To be determined by Director (§4.4 D.2.a)
	Outside Sales or Display	1.0 per 200 sq. ft.
	Rental of equipment and supplies	1.0 per 300 sq. ft.
	Recreational Vehicle Sales	1.0 per 400 sq. ft.
	Lumber and building materials sales	To be determined by Director (§4.4 D.2.a)
	All other retail	1.0 per 250 sq. ft.
Retail Sales and Service, Personal Service-Oriented	Athletic or Health Clubs, Spas	1.0 per 200 sq. ft.
	Barber and Beauty Shops	2.0 per chair
	Dry Cleaning Drop-off and Pick-up	1.0 per 300 sq. ft.
	Laundromats	1.0 per 2 machines
	Funeral homes and Mortuaries	1.0 per 4 seats in assembly area
	Kennels	1.0 per 300 sq. ft.
	Veterinary clinic	1.0 per 300 sq. ft.
Retail Sales and Service, Eating and Drinking oriented	Restaurants	1.0 per 200 sq. ft.
	Eating and drinking with drive-thru	1 per 50 sq. ft. of customer service area + vehicle stacking spaces as required by §4.4J
	Bars and taverns	1.0 per 200 sq. ft.
	Coffee shop/bakery	1.0 per 200 sq. ft.
Retail Sales and Service, Entertainment-Oriented	Recreation, indoor	1.0 per 200 sq. ft.
	Private lodges and clubs	To be determined by Director (§4.4 D.2.a)
	Theaters	1.0 per 4 seats

<b>TABLE 4-7 (CONTINUED)</b>		
USE CLASSIFICATION	SPECIFIC USE	MINIMUM NUMBER OF SPACES REQUIRED
<b>Industrial Use Categories (§3.8)</b>		
Retail Sales and Service, Repair-Oriented	Appliance Repair	1.0 per 400 sq. ft.
	Bicycle Repair	1.0 per 400 sq. ft.
	Locksmith	1.0 per 400 sq. ft.
Self-storage Warehouse	Self-Storage or Mini-Warehouse	1.0 per 10 storage unit
Vehicle Repair	Auto Body Shops	2.0 per service bay + 1.0 per employee
	Vehicle Repair	2.0 per service bay + 1.0 per employee
Vehicle Services, Limited	Car Washes	None- See §4.4J
	Convenience Stores, with Gas Sales	1.0 per 300 sq. ft. + 1 per service bay or gas pump
	Service Stations	2.0 per service bay + 1.0 per employee
	Quick Lube Services	1.5 per service bay + 1.0 per employee
Industrial Sales and Service	Warehousing and Storage	1.0 per 1000 sq. ft.
Manufacturing and Production	All uses	1.0 per 500 sq. ft.
Wholesale and Freight Movement	Air cargo terminal	To be determined by Director (§4.4D2a)
	Outdoor storage, general	0.6 per employee
	Post Offices	1.0 per 250 sq. ft.
	Vehicle Storage Yard	1.0 per employee
	Utility Service Yard or Garage	1.0 per employee
	All other uses	1.0 per 2,000 sq. ft.
Waste-Related	Recycling Facility	To be determined by Director (§4.4D2a)
Wholesale Sales	Mail Order	0.6 per employee
	Wholesale and Distribution	1.0 per 300 sq. ft. office and administrative + 1.0 per 1,000 sq. ft. additional gross floor area
<b>Other Use Categories (§3.10)</b>		
Adult Entertainment	Adult Entertainment	1.0 per 200 sq. ft.
Agriculture	Animals (farm animal) breeding or raising	None
	Greenhouse/nursery, non-retail	0.6 per employee
Alternative Energy Sources		
Aviation and Surface Transportation	Airports and related facilities, public	Determined by Parking Study (see §4.4 D.3)
Mining		
Telecommunications Facilities	Wireless Communication Occupied Facilities Only	1.0 per 500 sq. ft.

**1. Disabled Access Parking**

a. Parking spaces for disabled persons shall be provided per the following schedule:

TABLE 4-8 DISABLED ACCESS PARKING			
TOTAL PARKING SPACES IN LOT	MINIMUM ACCESSIBLE SPACES	MINIMUM VAN-ACCESSIBLE SPACES	MINIMUM CAR-ACCESSIBLE SPACES
0 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of Total	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces
Over 1000	20 plus 1 for each 100 over 1,000		

b. Parking spaces for the disabled shall have a minimum stall width of nine feet, unless it is a required van-accessible space, which shall be a minimum of 11 feet. All spaces designated as being for the disabled shall have a raised standard identification sign. The identification sign shall be 12 inches by 18 inches, with a height not to exceed seven feet. The standard colors of the sign shall be white on blue. (Ordinance 4, 2014)

**2. Maximum Requirement and Shared Use Reduction**

a. **Maximum Parking.** No use shall provide more than 110 percent of the required parking shown in Table 4-7 unless the greater amount is pre-existing from another use or the threshold is part of a structured public parking program.

b. **Phased Development.** Where a project is intended to be developed in phases, the Director may approve development of a parking area intended to serve current and future development.

**3. Parking Studies**

a. **Parking for Uses Not Listed.** In cases where parking demand is not specifically listed in Table 4-7, the Director may require the submittal of a parking demand study completed by the applicant according to the directives of §4.4.D.2.a., staff shall apply the off-street parking and loading standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements on the basis of a parking and loading study prepared by the Applicant.

b. **Estimates of Parking Demand.** The parking and loading study must include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by staff, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of

activity and location. The study must document the source of data used to develop the recommendations.

**4. Parking Stall and Aisle Dimensions.** Standard parking spaces shall conform to the dimensions shown on Table 4-9 (see Figure 14).

TABLE 4-9 PARKING STALL AND AISLE DIMENSIONS						
A	B	C	D	E	F	G
Angle of Parking	Stall Width	Stall Length	Stall Depth	Curb Length per Stall	Aisle width for two-way traffic with two-sided loading	Aisle width for one-way traffic, with one-sided or two-sided loading
0 degrees	9	23	N/A	23	20	12
30 degrees	9	20	17.4	17	20	15
45 degrees	9	20	20.2	12	20	15
60 degrees	9	19.5	21	10.4	24	20
90 degrees	9	19.5	19.5	9	24	22

<sup>1</sup>Designed fire lanes and emergency vehicle access mandated by the International Fire Code may require additional aisle width dimensions.

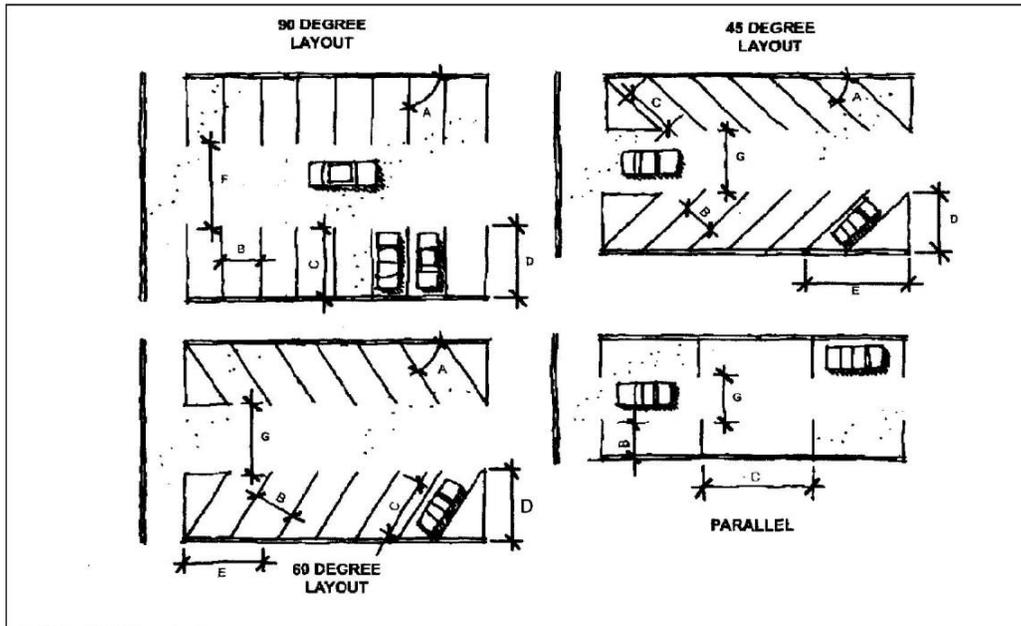


FIGURE 14 PARKING STALL DIMENSIONS

**E. Location**

- 1. Principal Use.** Except as otherwise expressly provided in this Section, required off-street parking stalls and aisles shall be located on the same lot or parcel as the principal use.
- 2. Setbacks in Non-Residential Zone Districts.** In all non-residential zone districts except the

Industrial zone district, off-street parking shall not be located within the required yard setback area. Off-street parking in the CBD shall not be located between the lot line and the building line parallel to an arterial or collector street (see also §4.3, General Site Access).

3. **Setbacks for Multi-Family Development.** Off-street parking for multi-family developments may encroach on the rear yard only, but shall not be within three feet of the rear property line.
  4. **Setbacks from Rivers, Streams and Wetlands.** See §5.4 E.1.b. for required parking area setbacks from delineated river/stream corridors and wetlands.
  5. **Parking in Driveways.** Parking of single-family and two-family dwellings may be located in residential driveway areas that meet parking stall dimensions (excluding RVs and boats).
  6. **Street Buffer.** Off-street parking areas shall be separated from the street edge by a street buffer area (see §4.6 3.4).
- F. Off-Street Parking with Eight or More Stalls.** Off-street parking areas with eight or more stalls subject to these driveway access standards; such parking facilities shall not be designed to back onto any street or alley right-of-way.
1. **Dimensions**
    - a. **Grade.** The maximum grade permitted for any required parking shall not exceed six percent.
    - b. **Nonconforming Standards.** Parking spaces using geometric standards other than those specified above may be approved if developed and sealed by a licensed engineer registered by the State of Colorado with expertise in parking facility design, subject to a determination by the Director, that the proposed facility will satisfy off-street parking aisle width requirements as adequately as would a facility using those specified above.
  2. **Surfacing.** Where off-street facilities are provided for parking or any other vehicular use area, they shall be surfaced with asphalt bituminous, concrete or other dustless material (brick pavers, etc.) approved by the Director and shall be maintained in a smooth, well-graded condition; gravel or road base surfaces are prohibited. Single-family and duplex units are exempt from this requirement.
  3. **Curbs and Wheel Stops**
    - a. **Wheel Stops.** All landscaping in, or adjacent to, a vehicular use area shall be protected from vehicular damage by a raised concrete curb six inches in height or equivalent barrier, however, the barrier need not be continuous. Curbs and wheel stops shall be placed a minimum of two feet from any designated landscape area or buffer.
    - b. **Landscape Height.** Landscaped areas adjacent to parking areas shall be landscaped so that no plant material greater than 12 inches in height will be located within two feet of the curb or other protective barrier.
  4. **Separation from Walkways and Streets.** In the event any parking area abuts an accessway, sidewalk, or street, the parking area shall be separated by curbing or other protective device

with a minimum distance of three and one-half feet between the protective device and the edge of the walkway.

- 5. Landscaping and Buffers.** Parking lots are subject to Parking Lot Landscaping Standards (§4.6 G.).
- 6. Drainage.** See §5.1.
- 7. Backing Prohibited.** All multi-family and nonresidential off-street parking spaces shall be accessible without backing into or otherwise reentering a public right-of-way, unless it is an alley right-of-way adjacent to the property. Vehicles exiting from a parking space for a single-family or duplex dwelling unit may back onto a road designated by the City as a local street.
- 8. Tandem Parking.** Tandem parking (one vehicle parking directly behind another) shall not be permitted and shall not be credited toward meeting any off-street parking requirement for this Article, except for single-family or duplex residential uses, provided the tandem spaces are assigned to the same dwelling unit.
- 9. Snow Storage.** Snow is to be stored on-site according to the following standards:
  - a. Area.** A minimum area of 15 percent of the total required off-street parking or loading area, inclusive of access drives and aisles, shall be provided as the snow storage area.
  - b. Storage in Parking Spaces Prohibited.** Snow shall not be stored within required parking spaces, except on an emergency basis, for a period not to exceed 48 hours.
  - c. Storage in Yards and Open Space Permitted.** Snow may be stored in required yards and open space, including landscaped areas properly designed for snow storage. Stored snow shall not restrict access and circulation or create a visual obstruction for motorists.
  - d. Drainage.** Adequate drainage shall be provided for the snow storage area to accommodate snow melt. Snow melt shall not be permitted to drain on to adjacent property.
- 10. Bicycle Racks.** For premises requiring twenty (20) or more vehicular parking spaces, bicycle racks facilitating locking shall be provided to accommodate one bicycle per twenty parking spaces or required fraction thereof.

#### **G. Prohibited Uses of Required Spaces**

- 1.** Off-street parking spaces shall be available for the parking of operable automobiles of the residents, customers, and employees of the designated use. Prohibited use of required spaces shall be as follows:
  - a.** storage of materials and/or inoperable vehicles;
  - b.** the parking of delivery vehicles operated by the designated use;
  - c.** display of vehicles for sale in commercial or industrial parking areas, except for the

casual display of vehicles by owners who are employees or customers using the premises;  
and,

- d. repair work that renders a vehicle inoperable for periods greater than 24 hours in a parking area required for a commercial use.
2. Parking stalls may be designated for shopping cart drop-off areas so long as those stalls are in addition to the required number of parking spaces.

**H. Space for Customer Drop-Off of Shopping Carts.** Large scale retail establishments shall plan and develop shopping cart drop-off locations within the parking lots. At least one cart drop-off location (9' x 19.5') shall be included for every 70 parking spaces. Parking spaces can be dedicated to this purpose, but said spaces shall not be included in the count of required parking spaces.

**I. Off-site and Shared Parking Standards**

1. **On-Street Parking.** The Director may approve on-street parking spaces located immediately abutting the subject parcel, entirely within the extension of the lot lines into the roadway, and not within any required clear sight triangle. The Director may count these spaces toward meeting off-street parking requirements if parking congestion for the neighborhood and public safety issues will not result by such approval.

2. **Off-Site Parking.** The Director may approve the location of required off-street parking spaces on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards.

a. **Ineligible Activities.** Off-site parking may not be used to satisfy the off-street parking requirements for residential uses (except for guest parking) or for convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located off-site.

b. **Location.** Off-site parking spaces shall be located within 250 feet from the primary entrance of the use served. Off-site parking may not be separated from the use that it serves by a street right-of-way with a width of more than 100 feet and may not be separated by an arterial or collector street.

c. **Zoning Classification.** Off-site parking areas serving uses located in nonresidential zone districts shall be located in nonresidential zone districts. Off-site parking areas serving uses located in residential zone districts may be located in residential or nonresidential zone districts.

**d. Agreement**

i. In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the owners of record shall be required. An attested copy of the agreement between the owners of record must be submitted to the Director of Community Development for recordation.

ii. The owner of the off-site parking area shall enter into a written agreement with the

City, with enforcement running to the City, providing that the land comprising the parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his or her heirs, successors, and assigns.

iii. An off-site parking agreement may be rescinded only if all required off-street parking spaces will be provided in accordance with this section.

**3. Shared Parking.** The Director may allow a reduction of up to 25% of required parking for shared parking facilities if the design complies with all of following standards.

**a. Ineligible Activities.** Shared parking may not be used to satisfy the off-street parking standards for upper-story residential uses. Required parking spaces reserved for persons with disabilities may not be located off-site.

**b. Location.** Shared parking spaces shall be located within 500 feet of the primary entrance of all uses served, but shall not be separated by a private or public street.

**c. Zone District Classification.** Shared parking areas serving uses located in nonresidential zone districts shall be located in nonresidential zone districts. Shared parking areas serving uses located in residential zone districts may be located in residential or nonresidential zone districts. Shared parking areas shall 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.

**d. Shared Parking Study.** Applicants wishing to use shared parking as a means of satisfying off-street parking requirements shall submit a shared parking analysis to the Director of Community Development that clearly demonstrates the feasibility of shared parking. The study shall be provided in a form established by the Director and made available to the public. It shall address, at minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

**e. Agreement**

i. A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record shall be submitted to the Director on forms made available by the Director.

ii. A shared parking agreement may be rescinded only if all required off-street parking spaces will be provided in accordance with this section.

**4. Recording of Approved Plans.** An attested copy of an approved Alternative Parking Plan shall be recorded in the deed records for Gunnison County on forms made available by the Director. An Alternative Parking Plan may be amended by following the same procedure required for the original approval. The applicant shall provide proof of recording prior to approval of the Certificate of Occupancy.

**J. Vehicle Stacking Requirements.** The vehicle stacking requirements of this subsection shall apply unless otherwise expressly approved by staff.

**1. Minimum Number of Spaces.** Off-street stacking spaces shall be provided as in Table 4-10.

TABLE 4-10 REQUIRED OFF-STREET STACKING SPACES		
Activity Type	Minimum Queuing Spaces	Measured From:
Bank teller lane	3	Teller or Window
Automated teller machine	2	Teller
Restaurant drive-through	4	Order Box
Restaurant drive-through	3	Order Box to Pick-Up Window
Car wash stall, automatic	2	Entrance
Car wash stall, self-service	2	Entrance
Other	Determined by Traffic Engineer based on Traffic Study or by the Director	

**2. Design and Layout.** Required stacking spaces are subject to the following design and layout standards:

- a. Size.** Stacking spaces must be a minimum of eight feet by twenty feet in size.
- b. Location:** Stacking spaces may not impede on- or off-site traffic movements into or out of off-street parking spaces, or movement within parking lot aisles.
- c. Design.** Stacking spaces shall be separated from other internal driveways by raised medians if deemed necessary by the Director for traffic movement and safety.

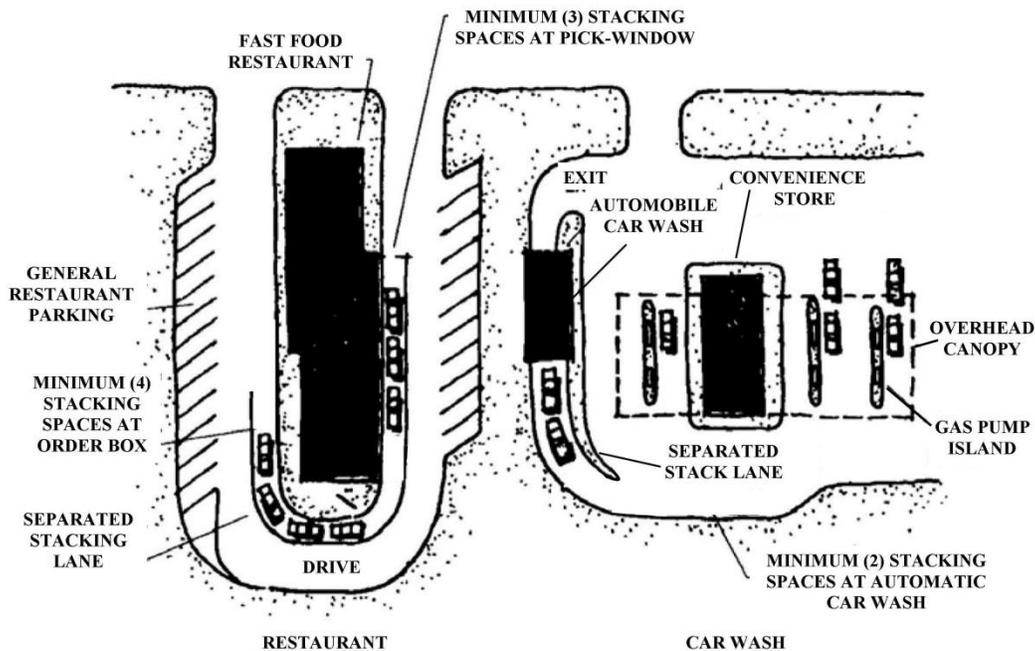


FIGURE 15 VEHICLE STACKING AREAS

## K. Off-Street Loading Requirements

1. **Off-Street Loading Dock Dimensions.** Off-street loading docks may be approved with the following dimensions.
  - a. **Type A.** 10 foot minimum width, 20-foot minimum length and 10 foot minimum vertical clearance.
  - b. **Type B.** 12 foot minimum width, 35-foot minimum length and 14 foot minimum vertical clearance.
2. **Location and Layout**
  - a. **Must be On-Site.** Off-street loading docks shall be on the site of the use served by the facility.
  - b. **Required Setback.** A loading area shall not be located in required setback.
  - c. **Encroachment on Parking or Access.** No loading bay may intrude into any portion of a required parking aisle or access dimension.
  - d. **Screening Required.** Loading areas shall be screened in accordance with §4.6 I.3.
  - e. **Backing Across Street Prohibited.** A loading dock shall be accessible without backing a truck across a street property line unless staff determines that provision of turn-around space infeasible and approves alternative access.
  - f. **May Not Obstruct.** An occupied loading dock shall not prevent access to a required off-street parking space, or obstruct pedestrian movement on public sidewalks, public roads, or designated fire lanes.

## §4.5 PEDESTRIAN CIRCULATION FACILITIES

### A. Applicability

1. **For New Development.** All new development, including new subdivisions and new nonresidential construction on previously approved lots, shall provide pedestrian facilities and pedestrian access in accordance with the requirements of this Section.
2. **For Existing Development as of the Date of this LDC.** Buildings and structures lawfully existing as of the effective date of this section, may be redeveloped, renovated, repaired or expanded without providing pedestrian facilities in conformance with this section, provided there is no gross floor area increase in such building or structure or expansion of impervious area on the site.

### B. Types of Pedestrian Circulation Facilities

1. **Sidewalks.** Sidewalks are strips or sections of concrete or stone a minimum of four feet in width, typically parallel to adjacent streets, intended for use as a public walkway for pedestrians. Sidewalks are located within dedicated road rights-of-way or public easements.