

SECTION 20

OFF STREET PARKING AND LOADING REGULATIONS

20-010 OFF-STREET PARKING AND LOADING REGULATIONS

Whenever a structure is erected, converted, structurally altered or moved, off-street parking and or loading spaces shall be provided in the form of garages or areas made available exclusively for that purpose. Such parking space shall be located entirely on private property with no portion, except the necessary drives, extending into any street or other public way. In addition, no parking shall be permitted in the required front and side yard in district "R-E" through "LBD" inclusive, except that parking of motor vehicles shall be permitted in customary driveways of single and two family dwellings. All off-street parking in fulfilling multiple family, commercial and industrial development or as in fulfilling a special use permit requirement, may be located within 200 feet of said development, if requirements can not be fulfilled on site, and if the following requirements are approved and passed in accordance with Section 22, Special Uses:

- a. Enclosed with a fence, wall or other suitable enclosure having a height of not less than three (3) feet, and maintained in good condition.
- b. No parking within six (6) feet of an adjoining lot in a residential district.
- c. Any lights used to illuminate said parking areas shall be so arranged as to direct the light away from any adjoining premises in a residential district.
- d. Nature of Use: Required off-street parking areas shall not be used for the sale, repair, dismantling, storage, or servicing of any vehicles, equipment, materials or supplies.
- e. Computation: When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, this shall be counted as one parking space.
- f. Parking spaces in lots of more than six (6) spaces shall be marked by painted lines or curbs or other means to indicate individual spaces. Signs or markers shall be used as necessary to ensure efficient traffic operation of the lot.
- g. Off-street parking facilities shall be drained to eliminate ponding water and prevent damage to abutting property and/or public streets and alleys. No surface water from such parking area shall be permitted to drain onto adjoining private property without adequate drainage precaution being taken by the developer.
- h. Approval of site plan, to scale, showing a proposed parking lot. All off-street parking and or loading spaces shall be permanently surfaced with bituminous or concrete pavement meeting the standards and specifications of the City of Tonganoxie, Kansas. (Ordinance # 985 3/8/99) All off street parking and connecting

driveways for new construction or structures moved onto a lot for multifamily, commercial or industrial use and on residential lots with an area of one-half acre or less shall be permanently surfaced. For residential lots greater than one-half acre, driveways must be paved from the curb or edge of the street to the setback line and enough paved area at or near the residence provided for the required 2 parking spaces per dwelling unit. This shall apply to any new construction, homes moved onto a lot, or existing homes that are structurally altered or converted. Existing multi-family, commercial and industrial properties must be brought into compliance if they are structurally changed according to Section 2 – General Provisions of these regulations. Non-conforming uses that change or are discontinued must also be brought into compliance. Compliance shall consist of paving all access drives from the curb or edge of the street to the setback line and providing sufficient paved area for the required number of the parking spaces for the intended use.

Access drives for residential and commercial uses shall be surfaced with a minimum of 6” reinforced concrete or 8” asphaltic concrete pavement constructed to the Right-of-Way Line. Details for construction are included in the City standard details for street construction.

Parking areas for residential uses shall be surfaced with a minimum of:

1. Four inches reinforced Portland cement concrete, or
2. Five inches granular rock base with two inches of asphaltic concrete, or
3. Seven inches granular rock with a double asphaltic prime and seal, or
4. Five inches full depth asphaltic concrete

Alternative materials or paving systems may be used upon approval by the City Engineer for residential areas or low use parking areas such as fire safety lanes or overflow parking. Alternative driveway paving systems such as ribbon and pervious driveway surfaces may be used for single-family and two-family dwellings in the R-I Infill District upon approval by the City Engineer. Access drives and parking for business and industrial uses shall meet the City Engineer’s specifications. (Amended by Ordinance #985 and Ordinance 1230, 5/29/07)

- i. A portion of the parking area required under this Section may remain unimproved until such time as the City Council deems it must be improved to serve the parking demand adequately. Such delayed improvement may be permitted only after the Planning Commission is satisfied that the initial occupancy of the premises will be adequately served by the lesser number of spaces and only after approval of a site plan indicating clearly the location, pattern and circulation to and from the delayed parking spaces. The land area so delineated for future parking shall be brought to finished grade, be landscaped and shall not be used for building, storage, loading or other purposes. (Amended by Ordinance 1230, 5/9/07)

20-011 PARKING REGULATIONS

Off-street parking spaces shall be provided in accordance with the following schedule:

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| a. | Single Family Dwellings | 2 spaces per dwelling unit |
| b. | Two Family Dwellings | 2 spaces per dwelling unit |
| c. | Multiple Family Dwellings | 1.5 spaces per dwelling unit |
| d. | Mobile Home Parks | 2 spaces per mobile home |
| e. | Churches, Theaters,
Auditoriums, Schools, etc. | 1 space per 4 seats or 1 space
per 17 classroom seats |
| f. | Hospitals, Clinics | 1 space per 3 beds |
| g. | Nursing Homes, Rest Homes | 1 space per 4 beds |
| h. | Lodging & Rooming Houses | 1 space per bed |
| i. | Dance halls, assembly halls
exhibition halls, libraries, | 1 space per 100 sq. ft. used
for assembly etc. |
| j. | Medical or Dental Offices or
Clinics | 5 spaces per Doctor |
| k. | Home Occupations | 2 spaces |
| l. | Business and Professional
Office Buildings, Banks,
Post Office | 1 space per 200-sq. ft. of
gross area |
| m. | Motels, Hotels, Bed & Breakfast | 1 space per sleeping unit |
| n. | Funeral Homes | 1 space per 50-sq. ft. of floor area |
| o. | Personal Services | 1 space per 150-sq. ft. of floor area |
| p. | Retail Stores & Shops | 1 space per 250-sq. ft. of gross floor
space |
| q. | Restaurants, Taverns, Night
Clubs | 1 space per 2.5 seats |
| r. | Automobile Sales and Service
Garages | 1 space per 400-sq. ft. of floor area |

- s. Bowling Alleys 5 spaces per alley
- t. Wholesale Establishments 1 space per 2 employees on maximum shift
- u. all other commercial uses Minimum of 1 space per 500 square feet. Additional spaces as required by the Planning Commission (Ordinance 1045 11/00)
- v. Industrial Uses See regulations provided in individual Industrial Zoning District Sections (Ordinance 1045 11/00)
- w. Uses in the Historic Business In the Historic Business District (HBD), for the purposes of minimizing disruptive curb cuts and driveways, and to encourage the consolidation of parking space in appropriate locations, accessory off-street parking is not required unless determined necessary by the Planning Commission with approval of a site plan. (Amended by Ordinance 1230, 5/29/07)

20-012 LOADING AND UNLOADING OFF-STREET PARKING REGULATIONS

Loading and unloading spaces shall be provided off-street and in the side or rear yard for such uses involving receipt or distribution of materials or merchandise by motor vehicle or rail. All loading and unloading operations shall be so located to avoid undue interference with public use of streets, alleys and walkways. Such space shall include a 12-foot by 50-foot load area for loading and unloading operations and shall have a minimum height clearance of 14 feet. The number of spaces shall be provided as follows:

<u>Gross Floor Area</u>	<u>Loading Spaces Required</u>
Under 3,000 sq. ft.	1 space
3,001 to 30,000 sq. ft.	2 spaces
30,001 to 90,000 sq. ft.	3 spaces
90,001 to 150,000 sq. ft.	4 spaces
150,000 to 230,000 sq. ft. and for each additional 30,000 sq. ft.	5 spaces 1 space

20-013 DIMENSIONS OF PARKING AREAS

- a. Parking space dimensions shall be not less than 9 feet by 18 feet measured normal to the outside boundary lines.
- b. Minimum dimensions for parking lots shall be as follows:
 - 1. 90 degree pattern single row parking - 40 feet wheel stop to opposite curb.
 - 2. 90 degree pattern double row parking - 56 feet wheel stop to opposite curb.
 - 3. 60 degree pattern single row parking - 39 feet wheel stop to opposite curb.
 - 4. 60 degree pattern double row parking - 53 feet wheel stop to opposite curb.
 - 5. Parallel space - 9 feet by 23 feet.
The minimum space between wheel stops with bumper to bumper parking shall be 5 feet.
- c. In self-contained office or other low turnover parking, 30 percent of the required spaces may be designated for small cars and spaces 8 feet by 16 feet may be utilized.

20-014 PARKING LOT LIGHTING

The purpose of the parking lot lighting standards is to protect the users of parking lots and to regulate the spill of light and glare on operators of motor vehicles, pedestrians, and land uses near light sources. (Amended by Ordinance # 1186 5/23/05)

- a. Illumination of parking areas used after dark shall be required for all parking areas with more than ten (10) parking spaces. The illumination must be provided through the use of light fixtures on a pole, and may not be provided by building mounted light fixtures except for industrial areas where the fixture is designed and located in a manner to generally not be visible from street right-of-way or residential properties. Any building mounted fixtures shall be for aesthetic and security purposes only. No fixtures that shine outward and create a glare from street right-of-way or residential properties shall be permitted. Lighting used to illuminate parking areas shall be arranged, located or screened to direct light away from adjoining or abutting residential districts or any street right-of-way. Light poles and fixtures shall meet the following criteria:
 - 1. The maximum pole height in nonresidential zoned properties adjacent to residential zoned properties shall be twenty-five (25) feet.
 - 2. Light fixtures shall be nonadjustable, horizontally mounted fixtures, or fixtures with less than ninety (90) degree luminaire cutoff. Fixtures that project light or glare toward street right-of-way or adjoining properties shall not be permitted.
 - 3. Parking lot poles/fixtures within a planned development shall be of the same style, height, color and intensity of lighting throughout the development area. Varying styles of fixtures may be permitted if it is demonstrated that the styles contribute to an overall theme for the area.

b. Illumination for parking areas shall be provided as follows:

1. Average Maintained Foot-candles: The maximum average maintained foot-candles for all parking lots shall be three (3), unless otherwise approved by the Planning Commission. For purposes of this ordinance the average maintained foot-candles shall be calculated at eight-tenths (0.8) of initial foot-candles. Exceptions to the maximum foot-candles may be granted by the Planning Commission for facilities with unique requirements for nighttime visibility and their limited hours of operation, such as ball fields, playing fields, tennis courts, and other similar athletic facilities.

2. Minimum Foot-candles and Uniformity Ratio: The minimum amount of maintained illuminations for open parking shall be as provided in the following table. For purposes of interpreting the table, the following rules shall apply: high activity uses include athletic events, cultural or civic events, shopping centers and similar uses; medium activity uses include fast food facilities, neighborhood-scale shopping centers, hospitals, residential complex parking and similar uses; low activity uses include local merchant parking, industrial employee parking, educational parking and similar uses.

<u>Uses</u>	<u>Foot Candles</u>	<u>Uniformity Ratio</u>
Low Activity	0.5	4.1
Medium activity	1.0	3.1
High activity	2.0	3.1

3. The light fixtures shall be arranged in order to provide uniform illumination throughout the parking lot.

4. The maximum maintained vertical foot-candle at an adjacent residential property line shall be one-half (0.5) foot-candle measured five (5) feet above grade.

5. The required illumination within a nonresidential development shall be measured at grade.

c. No flicker and flashing lights shall be permitted.

d. Plan Submission Requirements: A point-by-point photometric plan shall be required when deemed necessary by the City Planner or City Planning Commission. Typically, a plan will be required for properties visible from an arterial roadway, areas adjacent to residential, or site sensitive locations in order to show compliance with the lighting standards. The calculation shall be measured at grade for lighting levels within the parking lot. (Amended by Ordinance #1186 5/23/05)