

CHAPTER 14: DEVELOPMENT CODE

SECTION 1425 – OFF-STREET PARKING AND LOADING REQUIREMENTS

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1425.01. PURPOSE

The off-street parking and loading regulations of this Section are intended to provide accessible, attractive, secure and well-maintained off-street parking and loading areas with the appropriate number of spaces in proportion to the needs of the proposed use, increase public safety by reducing congestion of public streets, and encourage the use of alternative modes of transportation where appropriate.

1425.02. GENERAL REQUIREMENTS.

Subd. 1. MINIMUM STANDARDS

1. A parking space, as referred to in this Ordinance, shall be at least eight (8) feet wide by twenty (20) feet long. In parking lots, a standard of three hundred (300) square feet per parking space shall be used as a guide to compute minimum requirements including maneuvering areas.
2. Any off-street parking areas containing five (5) or more parking spaces must be screened from any adjacent residential area by proper landscaping.
3. All parking areas and drives shall be constructed of concrete, blacktop, or similar durable hard surface free of dust. The periphery of all parking areas and drives in B-1, B-2 and RD with over ten (10) spaces shall be constructed with poured-in-place concrete curbing, unless otherwise approved by the City.
4. In all Nonresidential Districts, temporary, daily off-street parking of vehicles, for a period of no more than forty-eight (48) consecutive hours, for employees or patrons of a business, need not be screened in side and rear yards adjacent to other business or industrial uses, but shall be completely screened from residential uses.
5. Overnight parking, from dusk to dawn, is permissible in B-3 District, provided screening is provided as outlined above.

6. Spaces for residential parking shall be on the same lots or an immediately adjacent lot as the principal building.
7. All off-street parking spaces shall have access from a private driveway and shall not access directly onto a public street.
8. On and off-street parking in residential districts shall be used only for the parking of vehicles of under 12,000 pounds gross weight. Recreational Vehicles shall be exempt from this provision and are regulated in subsection 1425.06 below. No commercial repairs of any vehicle will be permitted. (**see Definitions, "Recreational Vehicles"**)
9. All off-street required parking and loading spaces, together with driveways, aisles and other circulation areas, shall be improved in such a way as to provide a durable and dust-free concrete or asphalt surface. All high volume traffic areas shall have a hard surface. All parking and loading areas shall provide for proper drainage of surface water to prevent the drainage of such water onto adjacent properties or walkways. The owner of any parking lot or loading area shall maintain the area in good condition without holes and free of all dust, trash, and other debris. If lighting is used it shall not exceed five (5) foot candles.
10. All surfacing shall be completed prior to occupancy of the structure, unless specific approval otherwise has been granted by the City with an adequate performance guarantee approved by the City.
11. The application for any building permit shall be accompanied by a site (plot) plan, which in addition to other information, shall show the location of the off-street parking area provided for such building.
12. No entrance to or exit from a parking area shall be more than twenty-four (24) feet in width in Residential Districts and thirty two feet in width in Nonresidential Districts. Entrances and driveways in all Nonresidential Districts must be constructed with a concrete apron. Except for residential uses, under no circumstances will off-street parking areas be designed so that vehicles must back into the street or public way. Determination of Nonresidential entrance requirements will be at the discretion of the City and considered during the site plan review process. The following variables will be considered:
 - i. The property's location with respect to the adjoining street and the volume of traffic on said street.
 - ii. The site of the structure located on such commercial/industrial property.
 - iii. The number of customers and employees using such commercial/industrial property.
 - iv. The likely number of commercial vehicles and/or trucks servicing the business to be located on such commercial/industrial property.

13. At an intersection or at an entrance, nothing shall be placed or allowed to grow in such a manner as to obstruct a motorist's sight triangle between a height of two and one-half (2 ½) and ten (10) feet above the centerline grades of the intersecting streets.
14. No public or private garage in a Nonresidential District for more than five (5) motor vehicles shall have an entrance or exit within thirty (30) feet of a residential district boundary line or within one hundred (100) feet from an intersecting road.

Subd. 2. Damage or Destruction.

When a building is reconstructed or repaired after being damaged or destroyed, off-street parking and loading facilities must be restored or maintained in an amount at least equivalent to that at the time of such damage or destruction. However, it is not necessary to restore or maintain parking and loading facilities in excess of the applicable requirements of this section.

Subd. 3. Change in Land Use.

When the existing use of a building, structure, or parcel of land is changed to a new use, parking and loading spaces must be provided as requirement for the new use.

Subd. 4. Change in Intensity

1. When the intensity of use of any building, structure or parcel of land is increased, additional parking and loading spaces must be provided. The number of additional parking and loading spaces is based on the change in use or the increase in the number of dwelling units, gross floor area, seating capacity, or other unit of measurement used to calculate the required number of parking or loading spaces.
2. When the intensity of use of any buildings, structure or parcel of land is decreased, the number of parking and loading spaces may be reduced so long as the parking requirements of this Ordinance are met for the entire building, structure or parcel of land as modified.

Subd. 5. Striping

All non-residential and multi-family off-street parking areas where ten (10) or more spaces are required must be marked by a durable painted stripe designating the parking spaces.

Subd. 6. Lighting

Lighting fixtures shall be of a downcast, cutoff type, concealing the light source from view and preventing glare from spilling into residential areas. Lighting levels shall be measured in foot-candles five (5) feet off the ground or floor level. The following light levels shall be met:

- Lot line of adjacent property 0.5 foot candle maximum
- Open parking areas 1.0 foot candle minimum
- Covered parking facilities/night (minimum):
 - General parking & pedestrian areas 5 foot candles
 - Ramps & corners 5 foot candles
 - Entrances & exits 5 foot candles
 - Stairwells 20 foot candles
- Covered parking facilities/day (minimum):
 - General parking & pedestrian area 5 foot candles
 - Ramps & corners 10 foot candles
 - Entrances & exits 50 foot candles
 - Stairwells 20 foot candles

Subd. 7. Required Parking Spaces.

1. **Daycare and nursery school facilities:** One (1) per each six (6) children the facility is licensed to serve.
2. **Single Family Dwellings:** Two (2) parking spaces per living unit and one additional space per boarder or accessory apartment dweller who has a car or other passenger vehicle.
3. **Multiple Family Dwellings:** Two and one-half (2-1/2) spaces for each living unit.
4. **Motels:** One and one-fourth (1¼) space per unit plus one space for each two (2) employees.
5. **Churches:** One (1) space for every three (3) seats or one (1) space for every five (5) feet of pew length, whichever is greater.
6. **Schools:** Eight (8) spaces for each four (4) classrooms in grade schools, plus adequate loading areas for bus service.
7. **Private clubs, community centers, libraries, museums, and places of assembly:** One (1) space for each five (5) seats.
8. **Bowling alley:** Five (5) spaces for each lane.
9. **Retail business:** One (1) space for every five hundred (500) square feet of sales area.
10. **Restaurants:** One (1) space for every three (3) seats.
11. **State licensed residential facility:** Four (4) spaces plus one (1) space for each three (3) beds for which accommodations are offered.
12. **Other businesses:** One (1) space for every three hundred (300) square feet of floor area.

13. **All industrial districts:** Two (2) spaces for every three (3) employees and shall provide for sufficient visitor and/or retail parking.
14. **For any and all uses or structures not specifically provided for in the foregoing:** Such parking space as the governing body shall determine to be necessary, considering all the parking generating factors involved.
15. **Handicap Spaces Requirements.** One parking space, designated with the appropriate signage, shall be provided for handicap parking, plus any additional parking spaces in accordance with the applicable requirements with the Americans with Disabilities Act of 1990 and the Minnesota State Building Code, as amended from time to time, or any other applicable laws, with a minimum of one (1) for every fifty (50) parking spaces.
16. **Mixed Uses.** In the case of mixed uses, the parking facilities required shall be the sum of the requirements for the various individual uses, computed separately in accordance with this section. Parking facilities for one use shall not be considered as providing the required parking facilities for any other use except that the governing body may consider the joint use of a parking area (other than residential) where it is known that because of a time element, the parking facilities will not be needed by more than one of the users thereof at one time.

The City Council shall have the right to waive, vary, or modify the strict application of any of the regulations or provisions contained in this subdivision cases in which there are practical difficulties, unnecessary hardships or in the judgment of the Council no necessity for strict application of the provisions in the Ordinance or its amendments.

1425.03. RESIDENTIAL DISTRICT PARKING

1. In the event the driveway and parking areas required by Section 1425.02 (9), have not been installed at the time the final certificate of occupancy is requested due to weather, as determined in the sole discretion of the Building Official, the City may issue a conditional certificate of occupancy, provided the requestor shall enter into an escrow agreement with the City, which will specify the amount, manner, and time in which said driveway shall be completed.
2. Licensed vehicles in excess of 12,000 pounds as described in Minnesota Statutes, Section 186.013 are prohibited from on or off street parking in any Residential District.

1425.04. NONRESIDENTIAL DISTRICTS PARKING & LOADING

Subd. 1. Driveways.

All driveways in Nonresidential Districts shall be constructed with a concrete apron. Driveways in B-1, B-2 and B-3 Districts are restricted to a single driveway per lot with a maximum width of twenty-four (24) feet. Driveways in I-1, I-2, and RD Districts shall be limited to two (2) entrances with a maximum width of thirty-two (32) feet. Driveways shall adhere to the setback requirements per zoning district, except for the principal access to the public thoroughfare.

Subd. 2 Parking Lots

1. Parking Lots in B-1, B-2, and B-3 Nonresidential Districts shall be constructed with curb and gutter and shall have a concrete, asphalt or bituminous surface.
2. Employee and customer parking lots in I-1, I-2 and RD Nonresidential Districts shall be constructed with curb and gutter and may have a concrete or bituminous surface. Truck parking may be gravel, with appropriate runoff controls.
3. Surface Parking Lots in the Nonresidential Districts B-1, B-2, and B-3 shall be located at the side or rear of buildings and not in the front yard area, except as specifically authorized in this Code.
4. Parking space dimensions for angled parking shall be approved by the City, based on acceptable planning standards.
5. An exemption in I-1, I-2 and RD Districts may be approved by the Zoning administrator to allow employee and truck parking in the front of the lot where the primary structure in any Industrial or Rail Road District fronts on a public street, but is further than three hundred (300) feet from, or is not visible from a Residential Zone.

Subd. 3 Loading and Unloading.

1. On the same premises with every building devoted to retail trade, retail and wholesale food markets, warehouses, supply houses, wholesale or manufacturing trade, laundry, dry cleaning establishments or other buildings that do not rely primarily on railroad transfer and where large amounts of goods are received or shipped, erected in any district after the effective date of this Ordinance, loading and unloading space shall be provided as follows:
 - a. In Nonresidential Districts, the property owners shall ensure the off-street capacity parking needs will be able to accommodate the truck services required specifically for the unique needs of each business servicing that use.
 - b. In neighborhood business districts, one (1) off-street loading and unloading space shall be provided for each store unit.
2. No required off-street loading space shall be less than three hundred (300) feet from any residential district boundary line.

1425.05. SHARED PARKING IN R-2 AND NONRESIDENTIAL DISTRICTS

1. Required parking facilities serving two (2) or more uses may be located on the same lot or in the same structure, provided that the total number of parking spaces furnished shall not be less than the sum of the separate requirements for each use.

2. A shared parking plan, involving fewer than ten parking spaces may be approved by the City. A shared parking plan involving in excess of ten (10) may be approved with a Conditional Use Permit if at least the following conditions are met:
 - a. No more than fifty percent (50%) of the required parking spaces for a given use may be shared with another use.
 - b. The applicant shall show that there is no substantial conflict between the principal operating hours of the uses that will share parking spaces.
 - c. A properly drawn legal instrument covering access easements, cross parking arrangements, maintenance, or other pertinent issues, executed by the parties involved, and approved by the City Attorney, shall be filed with the City Clerk-Administrator and the County.

1425.06. RECREATIONAL VEHICLE PARKING & STORAGE IN RESIDENTIAL DISTRICTS.

A. Time.

On-street parking for a recreational vehicle shall be permitted but not to exceed thirty six (36) hours within a consecutive seven-day period.

B. Number.

The maximum number of recreational vehicles permitted to be parked or stored outside of a building in a residential district will be one (1).

C. Size.

No recreational vehicles greater than forty five (45) feet in length shall be permitted on any residential lot in the City.

D. Location.

Recreational vehicles may be parked or stored in the front yard, interior side yard, street side yard, and rear yard, provided that a five (5) foot setback is maintained.

E. Ownership & Guest Parking.

All recreational vehicles parked or stored shall be owned or leased by an occupant of the premises where parked or stored. Guests of the occupant of the premises may park on a driveway on the premises for a period not exceeding seven (7) days in any consecutive thirty (30) day period. No nuisances, including noise, light, odor created by such guest parking are permitted.