

SECTION 11: PARKING AND LOADING

Subdivision 1: PURPOSE AND INTENT

This Section is intended to assist in alleviating or preventing congestion of the public right-of-way and to promote the safety and general welfare of the public by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures. The intent of this section of the zoning ordinance is to establish general standards for off-street parking. The regulations provided herein shall apply equally to all districts except where special provisions provide otherwise.

Subdivision 2: SCOPE OF PARKING AND LOADING REQUIREMENTS

In all zoning districts, off-street parking facilities for the storage of motor vehicles for the use of occupants, employees and patrons of the buildings or structures hereafter erected, altered or extended after the effective date of this Ordinance shall be provided and maintained as herein prescribed.

Subdivision 3: PERMIT REQUIRED

1. No person shall construct, enlarge or change the dimensions of a parking area or driveway, unless and until a permit is secured from the City, except that a separate driveway permit shall not be required if the proposed driveway is constructed as shown on the approved residential subdivision grading plan.
1. A permit shall not be required for the routine maintenance/repair of an existing driveway. However, any expansion, addition or upgrade of an existing driveway shall be compliant with the performance standards of this Article.

Subdivision 4: RULES FOR DETERMINING PARKING SPACES REQUIRED

1. Rounding Up. When the determination of the number of required parking spaces results in a fractional space that fraction, if one-half (1/2) space or greater, shall be rounded up to equal one (1) space.
2. 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 buildings, structure or use times the number of floors, minus ten (10) percent, except as may be hereinafter modified.

2. Except for shopping centers, should a structure contain two (2) or more types of uses, the gross floor area of each use shall be calculated and a ten (10%) percent reduction shall be made for non-productive space. The resulting net useable floor space figure shall be utilized to determine the off-street parking requirement.
3. Provision shall be made in the parking area for adequate snow storage or removal to ensure that the required number of spaces is available at all times during the year.
4. The City Council may consider a reduction in the amount of parking space required for joint or mixed uses (other than purely residential) where it is sufficiently demonstrated and documented that a specific timing element (e.g. differing hours of operation are perpetually maintained; mixed storefront and multiple family residential uses in a single structure) or the nature of the use (e.g. senior housing; proximity to transit terminals/stations, etc.), will demonstrably affect the demand for parking.
5. Within the Central Business District, when strict compliance with the standards relating to parking lot calculation herein will prohibit the rehabilitation and/or reconstruction of a facility within the downtown and providing the amount of required off-street parking for commercial or mixed uses do not increase as a result of the project, the City Council may reduce the number of parking spaces required. In such an instance, the amount of parking space required shall be based on: the anticipated demand for parking; the distance to proposed parking which shall not at any time exceed four hundred lineal feet; the length of visits generated by the particular business; and, the availability of other parking spaces in the area. In addition, joint parking facilities may be considered provided the applicant provides a rational basis for the sharing of facilities (i.e. differing hours of business, population doesn't use passenger automobiles, etc.) and all owners of the facility sign the parking plan application.
6. Use Not Listed. Where a use is not specifically mentioned, off-street parking requirements are the same as for similar uses as determined by the Zoning Administrator.
7. On-street parking is not to be counted when calculating the off-street parking requirements in this Section.
8. Garages. Garage spaces may be counted as parking spaces provided that, a garage space may not be counted if blocked by another space.

Subdivision 5: PARKING SPACES

The amount of required off-street parking for new uses or buildings and additions to existing buildings will be determined using the following table. The number of spaces specified below must be irrevocably reserved for parking purposes for the specified use.

1. Single family, two family and townhouse units. Two (2) spaces per Dwelling Unit.
2. Boarding house. At least two (2) parking spaces for each three (3) persons for whom accommodations are provided for sleeping.
3. Multiple family dwellings. Two (2) spaces per Dwelling Unit.
4. Motels, motor hotels, hotels. One (1) space per each rental unit plus one (1) additional space for each ten (10) units and one (1) space for each employee on any shift.
5. Church, theater, auditorium. At least one (1) parking space for each four (4) seats based on the design capacity of the main assembly hall.
6. Hospitals. Two (2) spaces per each bed.
7. Medical, dental or hospital out-patient clinics. One (1) space for each one hundred ten (110) square feet of net floor area or seven and one-half (7 2) spaces per doctor, whichever number of parking spaces is greater.
8. Rest home, nursing home or day nurseries. Four (4) spaces plus one (1) for each three (3) beds for which accommodations are offered.
9. Elderly (senior citizen) housing. One (1) space per unit.
10. Drive-in establishment and fast food. At least one (1) parking space for each thirty-five (35) square feet of gross floor area but not less than fifteen (15) spaces.
11. Office buildings and professional offices. One (1) space for each two hundred (200) square feet of floor area.
12. Bowling alley. At least five (5) parking spaces for each alley, plus additional spaces as may be required herein for related uses contained within the principle structure.

13. Motor fuel station. At least four (4) off-street parking spaces plus two (2) off-street parking spaces for each service stall. Those facilities designed for sale of other items than strictly automotive products, parts and/or service will be required to provide additional parking in compliance with other applicable sections of this Ordinance. Auxiliary uses to a motor fuel station such as a fast-food restaurant must comply with the requirements of this ordinance relative to that type of use.
14. Retail store (including convenience stores) and service establishment. At least one (1) off-street parking space for each two hundred (200) square feet of sales floor area.
15. Retail sales and service business with fifty percent (50%) percent of gross floor area devoted to storage, warehouses and/or industry. One (1) space for each two hundred (200) square feet devoted to public sales and/or service plus one (1) space for each one thousand (1000) square feet of storage area or one (1) space for each employee on the maximum shift which is appropriate.
16. Restaurants, cafes, private clubs serving food and/or drinks bars, taverns, nightclubs. At least one (1) space for each sixty (60) square feet of gross floor area. Restaurants with drive thru windows shall submit a vehicular and pedestrian circulation sketch and allow adequate stacking space for drive thru customers.
17. Funeral Homes. At least twenty (20) parking spaces for each chapel or parlor, plus one (1) parking space for each funeral vehicle maintained on the premises. Aisle space may also be provided off the street for making up a funeral procession.
18. Auto repair, bus terminal, boats and marine sales and repair, bottling company, shop for a trade employing six (6) or less people, garden supply store, building material sales in structure. Eight (8) off-street parking spaces, plus one (1) additional space for each six-hundred (600) square feet of space.
19. Manufacturing, fabricating or processing of a product or material; warehouse, storage, handling of bulk goods, post offices. At least eight (8) spaces, plus one (1) space for each two (2) employees on each shift based on maximum planned employment or at a minimum one (1) space for each six hundred (600) square feet of floor area.
20. Car wash. (In addition to required magazine or stacking space.)

- a. Automatic drive through, serviced. A minimum of ten (10) spaces, or one (1) space for each employee on the maximum shift, whichever is greater.
- b. Self-service. A minimum of two (2) spaces per wash bay.
- c. Motor fuel station car wash. Zero (0) in addition to that required for the station.

Subdivision 6: OFF-STREET PARKING REQUIREMENTS

In all districts where off-street parking is permitted or required, the off-street parking area must be constructed and maintained subject to the following regulations:

- 1. City Council Approval Required. Prior to starting construction on any off-street parking lot the plans must be approved by the City Council after review and recommendation of the Planning Commission.
- 2. Off-street parking spaces, parking lots and loading spaces shall not be reduced in number or size unless said number or size of existing facilities exceeds the requirements set forth within this Title for a similar use.
- 3. No change of use or occupancy of land already dedicated to off-street parking or loading areas shall reduce the area necessary for parking below the minimum described herein.
- 4. Dwelling Off-street Parking. Off-street parking facilities for residential dwellings must be provided and located on the same lot or parcel of land as the building they are intended to serve.
- 5. Within urban areas (those with a City utility service available), off-street parking facilities accessory to residential uses shall be comply with observed setbacks unless part of a traditional neighborhood development (parking designed to be in rear of lot). Said parking facilities shall also feature 'improved' surfaces (i.e. cement, asphalt and the like), be connected to driveways and be utilized solely for the parking of licensed and operable passenger automobiles. No more than one (1) truck not to exceed a gross weight rating of eighteen thousand (18,000) pounds as rated by the manufacturer; and recreational vehicles and equipment. Under no circumstances shall parking facilities accessory to residential structures be used for the storage of commercial vehicles or equipment such as semi trucks/trailers and/or excavation equipment. The standards of this ordinance relating to Outdoor Storage (Section 9) also apply.

6. Shared Parking Areas. Nothing in this Section should be construed to prevent shared off-street parking facilities for two (2) or more buildings; however, the total spaces must be equal to or greater than the sum of the requirements for the various individual uses.
7. Building Expansions Require Compliance with Parking Requirements. If a use requiring off-street parking is increased in floor area, and the use is located in a building existing on or before this Ordinance's effective date, additional parking space for the additional floor area must be provided as required by this Section.
8. Building Expansions Into Parking Areas. Nothing in this Section is intended to prevent the extension of or an addition to a building or structure into an existing parking area when the same amount of space taken by the extension or addition is provided by an enlargement of the existing parking area or is replaced by an additional area within three hundred (300) feet of the building.

Subdivision 7: DESIGN STANDARDS

1. Adequate Ingress and Egress. All off-street parking areas must provide adequate ingress and egress to at least one public street.
2. Site Plan. The application for a multiple family, institutional, commercial or industrial building permit shall be accompanied by a site plan, which in addition to other information, shall show the location of the off-street parking area provided for such building.
3. Hard Surface Required. In Urban Areas (with municipal water and/or sewer service available) off-street parking areas, including parking lots and driveways, must be constructed of concrete or blacktop which must be designed to properly drain surface water and prevent water drainage onto adjacent properties or walkways. Gravel and crushed granite type surfaces for parking in industrial areas may be permitted through the issuance of an interim use permit, however all ingress/egress and drive isles shall be asphalt or concrete.
4. Setback From Adjoining Residential Uses. Whenever the boundary of an off-street parking area containing more than five (5) parking spaces adjoins property guided for residential use within the Comprehensive Plan a setback of fifteen (15) feet from the lot line is required. This setback also applies to driveways to and from parking areas. The setback area shall be fully screened to a height of three and one-half (3½) feet above the

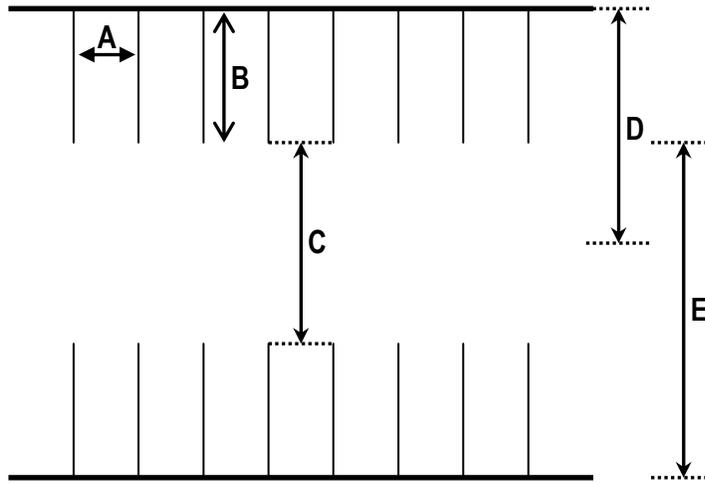
parking grade using screening and/or plant materials as directed/approved by the City.

5. Curbing Required Protecting Adjoining Properties. Curbs or other protections against damage to adjoining properties, streets and sidewalks must be provided and maintained as directed by the City Engineer.
6. Parking Space Size. The chart and diagrams below identify parking space/drive aisle requirements. For parking at angles other than those specified, space will be calculated by averaging the closest standards. Where not specified in this Ordinance, parking spaces must contain an area of at least two hundred (200) square feet and must be at least 10 x 20 square feet.

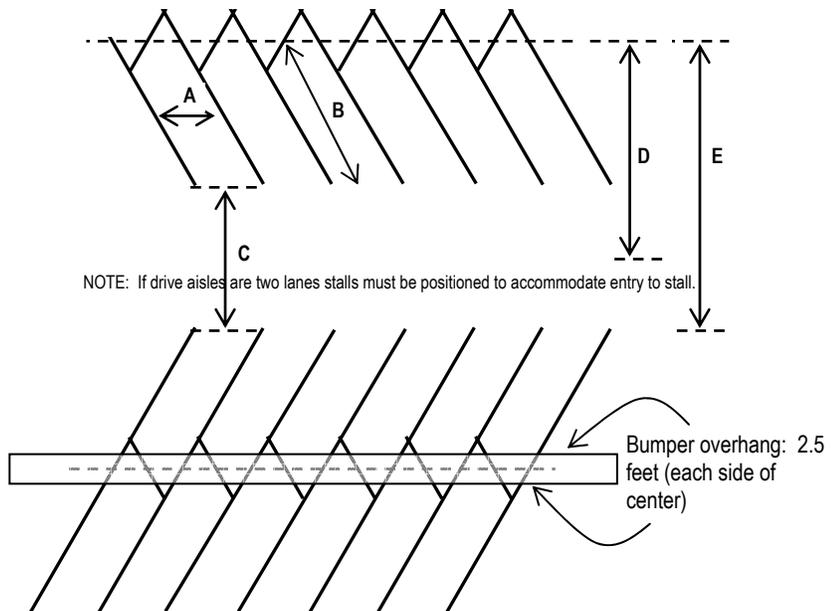
<u>Diagram Reference</u>	A	B	C	D	E
<u>Angle</u>	<u>Minimum stall width</u>	<u>Minimum stall depth</u>	<u>Aisle Width (one/ two way)</u>	<u>Avg. width of one tier of spaces plus one drive aisle (one/two way)</u>	<u>Avg. width of two tiers of spaces plus one drive aisle (one/two way)</u>
90 degree	9'	18'	26'/26'	44'	62.0
60 degree	9'	18'	16'/26'	34'/44'	52'/62'
45 degree	9'	18'	16'/22'	34'/40'	52'/58'
Parallel to curb	9'	22'	n/a	n/a	n/a

Special designs will be considered for unique situations, and are subject to approval of the City Engineer. Handicap stalls shall be provided in accordance with current ADA requirements. Where bumpers overhang sidewalks see diagram for overhang space requirements before considering useable sidewalk width. Where not specified, angle parking must allow a minimum of 2.5 feet of bumper overhang space before considering usable sidewalk width.

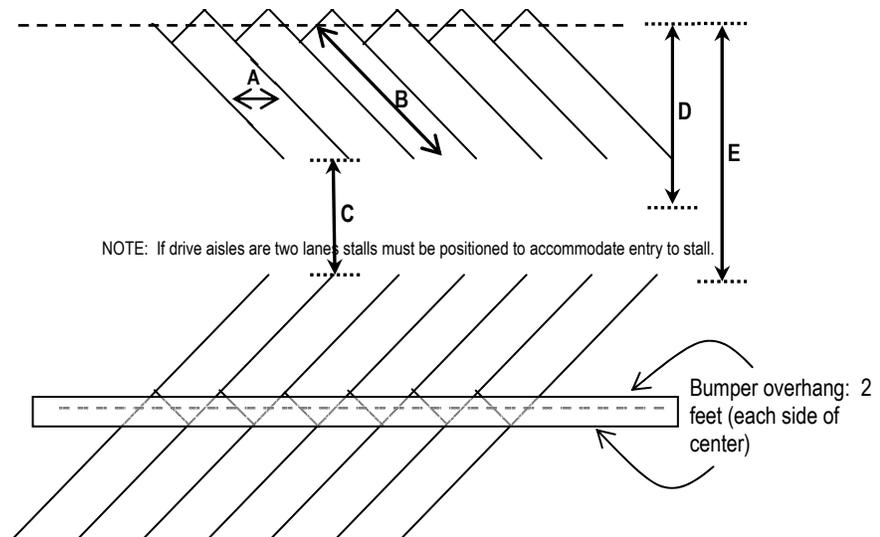
90 Degree Angle

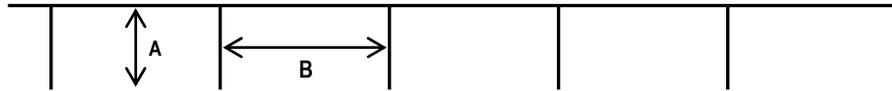


60 Degree Angle



45 Degree Angle





**Parallel to
Curb -
(No Angle)**



7. Industrial District - Front Yard Parking. Parking lots for automobiles and other motor vehicles are permitted in the front and side yards in Industrial Districts if screened by landscaping of at least eight (8) feet in width. Industrial Districts adjacent to residentially zoned property have a greater setback as established in specific districts. Screening of a minimum height of three feet (3') and as approved by the City shall be installed by the developer/property owner to prevent headlights from shining onto adjacent properties when abutting a local street.
8. Non-dwelling off-street parking spaces and parking spaces servicing multiple family dwellings must be located within three hundred (300) feet of the building they are intended to serve, as measured from the nearest point of the off-street parking facilities and the nearest point of the structure.
9. 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 (e.g. visitor parking, deliveries, handicap parking). Such signs shall not be considered part of the permitted advertising space and shall be subject to signage regulations.
10. Except in the case of single-family, two-family, and townhouse developments, parking areas and driveways shall be designed to prevent the backing out onto a right-of-way, however, all lots having direct driveway access onto collector or arterial roads, regardless of use shall provide turn around facilities on the lot to eliminate vehicles backing onto the collector or arterial roads.

11. Shared driveways with adjacent lots where practical or required by the City, County or State, shall be installed as a means of minimizing the number of access points along collector or arterial road.
12. No curb cut access shall be located less than twenty (20) feet from the intersection of two (2) or more street right-of-ways for residential uses, and thirty (30) feet for commercial and industrial areas. This distance shall be measured from the intersection of lot lines. Within intersections of highways this standard shall yield to requirements of Stearns County or the Minnesota Department of Transportation.
13. Curb cut openings and/or driveway accesses shall be a minimum of five (5) feet from the side property line.
14. All properties shall be entitled to at least one (1) curb cut or driveway access. Urban lots subject to single-family uses shall be limited to one (1) curb cut access per property. Residential curb cuts shall not measure more than 24 feet in width. Commercial/industrial curb cuts shall not exceed 26 feet in width unless specific circumstances are documented to exist.
15. Driveway aprons shall be surfaced in concrete in urban areas (lots with municipal service available).
16. Any off-street parking area containing five (5) or more parking spaces shall be striped (painted) so as to illustrate the organizational pattern of parking.
17. All parking and loading areas shall provide for proper drainage of surface water to prevent the drainage of water onto adjacent properties or walkways.
18. Screening. Any off-street parking area containing five (5) or more parking spaces adjacent to a residential zoning district or residentially developed property must be completely screened to a height of at least three and one-half feet (3.5') above the parking grade using approved screening and/or plant materials.
19. Maintenance. All parking areas must be maintained in good condition without holes and free of all dust, trash and other debris.

20. Drainage. All parking and loading areas shall provide for proper drainage of surface water to prevent the drainage of water onto adjacent properties or walkways.
21. Lighting. All parking area lighting must be directed away from adjacent property and must conform to the lighting requirements of this Ordinance.
22. Handicapped Parking. If required by the State Building Code, Handicapped parking must be provided according to State Building Code requirements and meet the requirements of this Ordinance.
23. Driveways and parking lots shall not adversely affect stormwater drainage structures including culverts and/or the rate of stormwater discharge.

Subdivision 8: LOADING AREAS

On the same premises with every building devoted to retail trade, retail and wholesale food markets, warehouses, supply houses, wholesale or manufacturing trades, laundry, dry-cleaning establishments or other buildings which do not rely primarily on railroad transfer and where large amounts of goods are received or shipped, erected in any district after the City adopts this Ordinance, loading and unloading space shall be as follows:

1. General Business Districts. In general business districts two (2) off-street loading and unloading spaces shall be provided for each store unit having a gross area of ten thousand (10,000) square feet. One (1) additional space shall be provided for each additional fifteen thousand (15,000) square feet of floor space.
2. Central Business Districts. In neighborhood business districts, one (1) off-street loading and unloading space shall be provided for each store unit.
3. Industrial Districts. In industrial districts, the use of any building requiring loading or unloading of materials to or from trucks shall require two (2) off-street loading spaces for the first ten thousand (10,000) square feet of floor space and an additional space for each additional fifteen thousand (15,000) square feet of floor space.
4. No required off-street loading space shall be less than one hundred feet (100') from any residential district boundary line.
5. Off-street loading spaces adjacent to collector or arterial streets shall be screened from the view from the adjacent roadway.

6. Loading space will not be construed as supplying off-street parking space
7. For new construction occurring after the date of the adoption of this Ordinance, truck loading and receiving areas may not be on the front side of a building facing the street (this does not include truck entrances).