

## CHAPTER 169

# ZONING CODE – PARKING REGULATIONS

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**169.01 PURPOSE.** The purpose of this chapter is to provide adequate parking for all uses in the Zoning Code, to reduce demand for parking by encouraging alternative means of transportation including rideshare and bicycles, and to increase pedestrian mobility in urban areas by:

1. Setting minimum off-street parking standards for different land uses that assure safe, convenient, and adequately sized parking facilities within activity centers.
2. Providing incentives to rideshare through preferred parking arrangements.
3. Providing parking for parking and storage of bicycles.
4. Providing safe direct pedestrian access from public rights-of-ways to structures and between developments.

### **169.02 AUTHORITY AND APPLICATION.**

1. Before a certificate of occupancy may be granted for any new or enlarged building, for any new parking area, or for a change of use in any existing building, the use shall be required to meet the provisions of this chapter.
2. If this chapter does not specify a parking requirement for a land use, the Zoning Official shall establish the minimum requirement based on a study of anticipated parking demand. In the study, the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless an equally qualified individual is authorized by the Zoning Official.

### **169.03 OFF-STREET LOADING SPACE REQUIRED.**

1. Number of Off-Street Loading Spaces Required. In any district every building or part thereof erected, having a gross floor area of ten thousand (10,000) square feet or more, which is to be occupied by

manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, hospital, mortuary, office buildings, dry cleaning, or similar uses which require the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained on the same lot with such building at least one off-street loading space, and for multiple tenant commercial/retail shopping centers, one additional such loading space for each twenty thousand (20,000) square feet or fraction thereof gross floor area used in excess of ten thousand (10,000) square feet, provided that the total number of loading spaces is not required to be more than total number of occupying tenants.

2. Off-Street Loading Space Design Requirements:

A. Each loading space shall be not less than 10 feet in width and 20 feet in length for loading spaces not requiring loading dock access, and 50 feet in length for loading dock access for trucks, designed in a manner acceptable to the Zoning Official providing adequate space for loading access.

B. Such loading area may occupy part of a required yard or court space, except yard or court space required by bulk regulations specified in each zoning district, and provided the loading area and access roadways meet all setbacks required of off-street parking areas as set forth in Section 169.06 "Design for Parking Facilities."

C. Loading yards and loading docks shall be buffered, as approved by the Zoning Official, from the general public view, public street, public buildings, recreation facilities, parks, schools, places of assembly, residential zones and uses, and from all other adjoining properties where is determined said loading areas are considered offensive to more restrictive adjoining uses.

D. All loading yards and access to loading yards and loading docks shall be paved with asphalt or Portland cement concrete pavement in accordance with surfacing requirements set forth in the Municipal Design Standards.

**169.04 PARKING SPACE REQUIREMENTS.**

1. Required Number. The off-street parking spaces required for each use permitted by the Zoning Code shall not be less than that found in Table 169-A, provided that any fractional parking space is computed as a whole space. Notwithstanding the amount of off-street parking required by the Zoning Code, the Zoning Official may approve less off-street parking when the proponent of a use demonstrates that,

because of special circumstances involved with a particular use, it is obvious that the off-street parking required by this code exceeds any reasonable likely need.

Table 169-A

<b>USE</b>	<b>NUMBER OF PARKING SPACES REQUIRED</b>
One- and two-family dwellings	2 per dwelling unit
Multi-family dwellings	2.2 per dwelling unit
Elder multi-family units	1.2 per dwelling unit
Vehicle fueling and service station	1 per 300 gross square feet plus 1 per employee
Vehicle repair garage	1 per 300 gross square feet plus 1 per employee
Professional office	1 per 200 gross square feet
Retail businesses	1 per 200 gross square feet
Commercial equipment room	1 per 2,000 gross square feet
Restaurant	1 per 100 gross square feet
Restaurant delivery – no seating	1 per 500 gross square feet plus 1 per employee
Dance hall	1 per 100 gross square feet
Funeral homes, mortuaries	1 per 200 gross square feet
Warehouse	1 per 2,000 gross square feet plus 1 per employee
Assembly	1 per every 4 seats provided
Place of worship	1 per every 10 seats provided
Medical office	1 per 200 gross square feet
Schools	1 per 3.5 seats in assembly rooms plus 1 per faculty member
Radio or television station	1 per 400 gross square feet
Hospital	1 per bed plus 1 per employee
Hotel or motel	1 per guest room plus 1 per 500 gross square feet
Industry	1 per 500 gross square feet
Parks and recreation areas	8 per acre of developed park
Note: Gross square feet are measured for the portion of the site utilized for the use, including storage yards and outbuildings if applicable.	

2. Combination of Uses. Where there is a combination of uses on a lot, the required number of parking spaces shall be the sum of that found for each use.

3. Location of Parking Spaces. The parking spaces required by this code shall be provided on the same lot as the use or where the exclusive use of such is provided on another lot not more than 500 feet radially from the subject lot within the same or less restrictive zoning district. If the required amount of off-street parking has been proposed to be provided off-site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the Zoning Official for compliance

with this chapter, and if approved, the contracts shall be recorded with the Johnson County Recorder's Office as a deed restriction on the title to all applicable properties. These deed restrictions may not be revoked or modified without authorization by the Zoning Official.

#### **169.05 PARKING STALL DIMENSIONS.**

1. Width.
  - A. A minimum width of 9 feet shall be provided for each parking stall.
  - B. A minimum width of 8 feet shall be provided for each compact parking stall.
  - C. A minimum width of 8 feet shall be provided for each parallel parking stall.
2. Length.
  - A. A minimum length of 19 feet shall be provided for each parking stall.
  - B. A minimum length of 15 feet shall be provided for each compact parking stall.
  - C. A minimum length of 22 feet shall be provided for each parallel parking stall.

#### **169.06 DESIGN FOR PARKING FACILITIES.**

1. Driveway Design. All parking facility access drives located within the public right-of-way shall be installed in accordance with the Municipal Design Standards.
2. Driveway Width. Every parking facility shall be provided with one or more access driveways, the width of which shall be the following:
  - A. Residential driveways at least 10 feet.
  - B. All other driveways:
    - (1) Twelve feet for one-way enter/exit.
    - (2) Twenty-two feet for two-way enter/exit.
3. Driveway and Ramp Slopes. The maximum slope of any driveway or ramp shall not exceed twenty percent (20%). Transition slopes in driveways and ramps shall be provided in accordance with the Municipal Design Standards.
4. Stall Accessibility. Each required parking stall shall be individually and easily accessible based on good engineering practice.

No automobile shall be required to back onto any public street or sidewalk to leave any parking stall when such stall serves more than one and two family dwelling uses. All portions of a public lot or garage shall be accessible to other portions thereof without requiring the use of any public street.

5. Compact-to-Standard Stall Ratio. The maximum ratio of compact stalls to standard stalls in any parking area shall not exceed 1 to 3.

6. Screening. General Commercial, Highway Commercial and Industrial parking lots shall be screened from public streets utilizing plantings and berming to help maintain a visually attractive corridor. Larger parking lots exert a greater visual impact and therefore should have a higher percentage of their spaces devoted to landscaping islands. Landscaping islands are required per Chapter 173 Site Plan Regulations..

7. Parking Facility and Loading Area Setback Requirements. Every public or private off-street parking area and loading area shall be developed and maintained in accordance with the following requirements:

8. Surface Materials.

A. All off-street parking, loading areas, and access drives shall have a durable and dust free surface paved with asphaltic or portland cement concrete pavement in accordance with the specifications as herein set forth. Off-street parking of automobiles, vans, campers, trucks, trailers, tractors, recreational mobile vehicles equipped for street and highway travel shall be on asphaltic or portland cement concrete paved off-street parking area as required herein and not parked or stored within the landscaped or open spaced area. Exception is in Residential zones a boat, RV, or camper less than 15,000 pounds may be stored in the side and rear yard landscaped or open spaced area.

B. All off-street parking areas and associated driveways, access roadways, and frontage roads, except driveways for single-family residences, shall be constructed with permanent, integrally attached, six inch high portland cement concrete curbing, or curbing of alternate height acceptable to the City (prefabricated portable curb stops shall not be considered an acceptable alternate), and shall be so graded and drained as to dispose of all surface water accumulation within the area; and shall be so arranged and marked as to provide for orderly and

safe loading or unloading and parking and storage of self-propelled vehicles.

C. The minimum thickness of pavement of the parking facilities shall be as follows:

(1) Portland cement concrete shall have a minimum thickness of four inches for residential uses and five inches for all other uses. The subgrade shall have a minimum subgrade modulus (K) of 150. Additional thickness of portland cement concrete may be utilized to create an equivalent subgrade modulus if the existing subgrade modulus is less than 150.

(2) Asphaltic concrete shall have a minimum thickness of 4½ inches for residential uses and 5½ inches for all other uses. The subgrade shall have a minimum CBR of 5. Additional thickness of asphaltic concrete may be utilized to create CBR if the existing CBR is less than 5. Pavement shall be designed in accordance with the Asphalt Institute "Thickness Design Manual."

9. Striping. All parking stalls shall be striped substantially. Exception is given for a private garage or parking area for the exclusive use by a single-family dwelling.

10. Lighting Illumination Requirements. Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security while preventing nuisance or hardship to adjacent properties or streets. Except for lighting of loading areas, service areas, and for architectural emphasis, floodlighting is prohibited. Lighting shall comply with the following requirements.

A. Light fixtures 300 feet or less from a residential zone shall be mounted no higher than 25 feet from grade.

B. Light fixtures greater than 300 feet from a residential zone shall be mounted no higher than 35 feet from grade.

C. All lights greater than 2,000 lumens, both pole mounted and wall mounted, shall be equipped with cutoff shields so that no light shines above the horizontal, and no direct light falls beyond the property line. Light reflectors and refractors may be substituted for shields on ornamental and pedestrian light fixtures.

D. Light fixtures used to illuminate flags, statues, and objects mounted on a pole or pedestal shall use a narrow cone of light that does not extend beyond the illuminated object.

E. Outdoor recreational facilities permitted by conditional use may be exempt from the specific exterior lighting standards provided the City Council approves a lighting plan as part of the conditional use approval process.

F. Illumination shall not exceed 1 foot-candle at property boundaries of multi-family, commercial, and industrial uses abutting to or across the street from a residential zone, or a commercial zone in which residential uses are permitted.

11. Parking Area Lighting Fixture. The City before installation shall approve all exterior lighting fixtures. Wood utility pole shall not be used to support a parking light fixture.

#### **169.07 STACKING SPACES FOR DRIVE-THROUGH FACILITIES.**

1. A stacking space shall be an area measuring eight (8) feet by twenty (20) feet with direct forward access to a service window of a drive-through facility. A stacking space shall be located to prevent any vehicles from extending onto the public right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other parking space areas. Stacking spaces for drive-through or drive-in uses may not be counted as required parking spaces.

2. Uses providing drive-up or drive-through services shall provide vehicle stacking spaces as follows:

A. For each drive-up window of a bank or financial institution, business service, or other drive-through not listed, a minimum of five stacking spaces shall be provided; and

B. For each service window of a drive-through restaurant, a minimum of seven stacking spaces shall be provided.

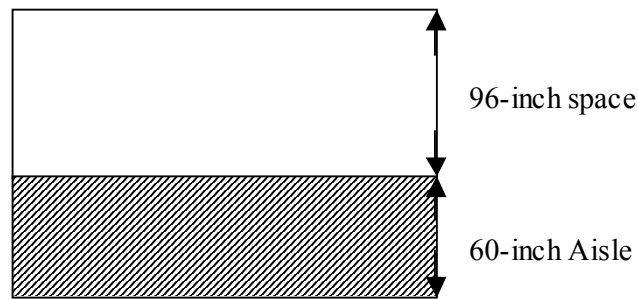
**169.08 HANDICAPPED PARKING REQUIREMENTS.** Provision of handicapped parking stalls within off-street parking and loading facilities shall be in accordance with the Code of Iowa, Chapter 104A and this code. These requirements shall apply to all public and private parking facilities, temporary or permanent, used by the general public.

1. Parking spaces designated for physically disabled persons and accessible passenger loading zones that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance of the building. In separate parking structures or lots that do not serve a particular building, parking spaces for physically disabled persons shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility. When handicapped parking spaces are required for buildings with more than one accessible entrance, the spaces shall be distributed so that

each accessible entrance shall have at least one parking space located on the shortest accessible route to that entrance. Exception is given if the required number of spaces is less than the number of accessible entrances, the spaces shall be distributed so that as many entrances as possible are served by at least one handicapped parking space located on the shortest accessible route to those entrances.

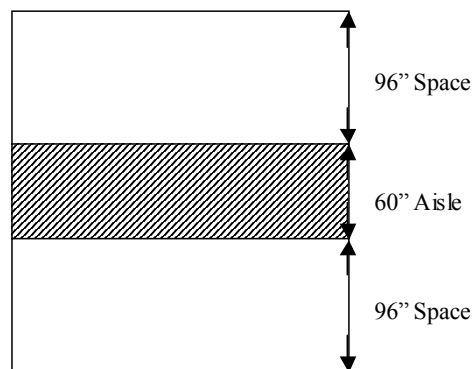
2. Single parking spaces designated for physically disabled people shall be at least 96 inches wide and shall have an abutting access aisle 60 inches wide (see Figure 169-1). Parking vehicle overhangs shall not reduce the clear width of an accessible circulation route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 in all directions.

Figure 169-1



3. Two accessible parking spaces may share a common access aisle (see Figure 169-2).

Figure 169-2



4. The first parking space provided in a parking lot or parking structure, and every eighth handicapped parking space provided thereafter, shall be a van-accessible space. A "van-accessible" space



shall be 96 inches wide with an abutting access aisle at least 96 inches wide (see Figure 169-3). Two abutting van-accessible spaces may share a common access aisle. Exception will be granted to entities providing handicapped parking spaces who are not required to provide van-accessible spaces if all of the handicapped parking spaces provided in a parking lot or structure are "universally accessible." A "universally accessible" space is at least 132 inches wide with an abutting 60 inches wide access aisle. Two abutting universally accessible spaces may share a common access aisle (see Figure 169-4).

Figure 169-3

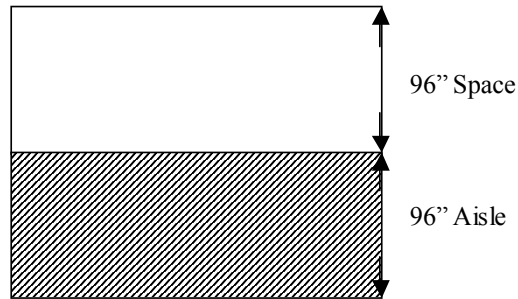
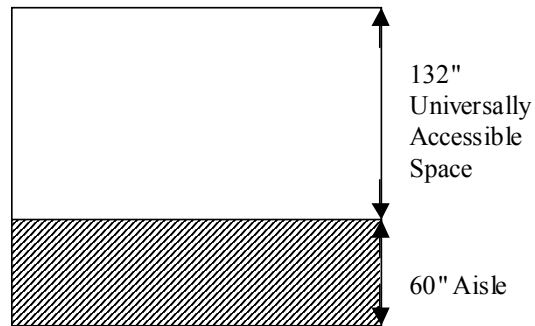
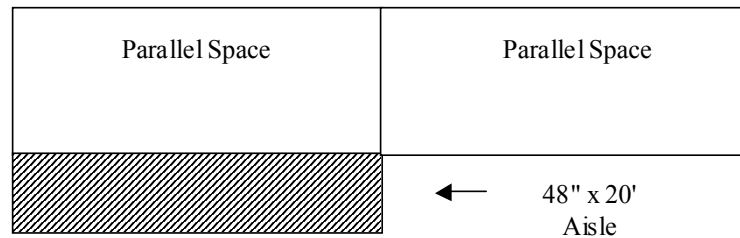


Figure 169-4



5. Passenger loading zones shall provide an access aisle at least 48 inches wide and 20 feet long abutting and parallel to the vehicle pull-up space (see Figure 169-5). Vehicle standing spaces and access aisles shall be level with surface slopes not exceeding 1:50 in all directions. Note: projects which are required to comply with the Uniform Federal Accessibility Standards shall provide a width of 60 inches for the access aisle.

Figure 169-5



6. A minimum vertical clearance of 108 inches shall be provided at accessible passenger loading zones and along vehicle access routes to such areas from site entrances. Note: Uniform Federal Accessibility Standard requires 114 inches of vertical clearance.
7. If there are curbs between the access aisle and vehicle pull-up space, then a curb ramp complying with Code of Iowa Section 216C.9 shall be provided.
8. Accessible parking spaces shall be designated as reserved for physically handicapped people by a sign having a blue background and bearing the international symbol of accessibility in white. The handicapped parking sign shall be affixed vertically on another object so that it is readily visible to a driver of a motor vehicle approaching the handicapped parking space. Each handicapped parking sign shall include language stating the amount of fine for improperly using the handicapped parking space.
9. At least 2% of the total parking spaces in any off-street nonresidential parking facility available to the public shall be designated as handicapped spaces, rounded to the nearest whole number of handicapped parking spaces, in compliance with the provisions of this chapter. All off-street parking facilities which provide ten or more parking spaces shall designate handicapped parking spaces in accordance with Table 169-B.
10. All public and private buildings and facilities, temporary and permanent, which are residences and which provide ten or more tenant parking spaces, excluding extended health care facilities, shall designate at least one handicapped parking space as needed for each individual dwelling unit in which a handicapped person resides. Residential buildings and facilities that provide visitors' parking of ten or more spaces shall designate handicapped parking spaces in the visitors' parking area in accordance with Table 169-B.

Table 169-B

TOTAL PARKING SPACES IN LOT	REQUIRED MINIMUM NUMBER OF HANDICAPPED PARKING SPACES
10 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	†
1001 and over	‡
† Two percent (2%) of total ‡ Twenty (20) spaces plus one for each 100 over 1000 Note: Projects which are required to comply with the Uniform Federal Accessibility Standards shall provide a minimum of one handicapped parking space.	

**169.09 PEDESTRIAN CIRCULATION AND ACCESS.**

1. All uses, except single-family detached homes, shall provide pedestrian access onto the site. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property edges, adjoining lots, abutting street intersections, crosswalks, and at transit stops. Pedestrian access shall be located as follows:
  - A. Access points at property edges and to adjoining lots shall be coordinated with existing development to provide circulation patterns between developments; and
  - B. Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets.
2. Pedestrian walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall be provided when the pedestrian access point or any

parking space is more than 75 feet from the building entrance or principal on-site destination and as follows:

A. All developments which contain more than one building shall provide walkways between the principal entrances of the buildings.

B. All nonresidential buildings set back more than 100 feet from the public right-of-way shall provide for direct pedestrian access from the building to buildings on adjoining lots.

C. Pedestrian walkways across parking areas shall be located as follows:

(1) Walkways running parallel to the parking rows shall be provided for every four rows. Rows without walkways shall be landscaped or contain barriers or other means to encourage pedestrians to use the walkways.

(2) Walkways running perpendicular to the parking rows shall be no further than 20 parking spaces. Landscaping, barriers or other means shall be provided between the parking rows to encourage pedestrians to use the walkways.

3. Pedestrian access and walkways shall meet the following minimum design standards:

A. Access and walkways shall be well lit and physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic.

B. Access and walkways shall be a minimum of 60 inches of unobstructed width and meet the surfacing standards of the City's Municipal Design Standards for walkways or sidewalks.

C. Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight impaired pedestrian by either grade change, texture or other equivalent means.

D. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles.

E. Wherever walkways are provided, raised crosswalks or speed bumps shall be located at all points where a walkway crosses the lane of vehicle travel.

4. Blocks in excess of 900 feet shall be provided with a crosswalk at the approximate midpoint of the block.

