
CHAPTER 24. PARKING REQUIREMENTS

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9-24-1 Purpose.

Parking and loading regulations are established to alleviate or prevent congestion of the public right-of-way, to provide for the parking and loading needs of uses and structures, to enhance the compatibility between parking and loading areas and their surroundings, and to regulate the number, design, maintenance, and location of required off-street parking and loading spaces, and access driveways and aisles.

9-24-2 Application.

The regulations and requirements set forth herein shall apply to all off-street parking and loading facilities in all zoning districts of the City, with the exception that properties located within the Hamilton Overlay District are subject only to the provisions identified in Chapter 20.

9-24-3 Change of use.

No change of use or occupancy of land already dedicated to a parking area, parking spaces or loading spaces shall be made, nor shall any subdivision of land be made which reduces area necessary for parking, parking stalls, or parking requirements below the minimum proscribed by this Title. Any change of use or occupancy of any building or buildings, including additions thereto, requiring more parking area shall not be permitted until there is furnished such additional parking spaces as required by this Title.

9-24-4 Existing facilities.

Existing parking and loading facilities shall not be reduced below the requirements for a similar new use or, if less than the requirements for a similar new use, they shall not be reduced further.

9-24-5 Use of parking facilities.

- A. Required parking and loading spaces and the driveways providing access to them shall not be used for open storage, storage of inoperable vehicles, storage of snow, or for sale or rental of goods, except as specifically permitted by this Title.
- B. No commercial motor vehicle that is twenty-two (22) feet or more in length or over ten thousand (10,000) pounds gross weight capacity, no semi-trailer, truck tractor, or combination thereof, and no commercially licensed trailer shall be parked or stored in a residential district except when loading, unloading, or rendering a service. Under no circumstances shall parking facilities accessory to residential structures be used for open storage/parking of commercial vehicles nor for open parking of automobiles belonging to the employees, owner, tenant or customers of business

- or manufacturing establishments, except that tow trucks, utility trucks, or similar vehicles may be parked at a private residence for the purpose of emergency preparedness, but only for the period of time in which the resident operator is on call. In all cases, no more than one (1) permitted commercial vehicle shall be parked on a residential lot at any given time.
- C. The number of passenger automobiles or permitted commercial vehicles, as set forth by Section 9-24-5-B above, parked at a residence may not exceed the number that can be garaged and parked within permitted off-street parking spaces. Those vehicles parked on the driveway that are not garaged must be currently licensed, operable, and in good repair. In cases of permitted two-family and multi-family dwellings, the same shall apply.
- D. Up to three (3) recreational vehicles, as defined in Section 9-1-12, may be parked in a residential district provided that:
1. Such vehicles are immediately operable, without need of repair, and are currently licensed and/or registered to the occupant of the premises upon which they are stored.
 2. Such vehicles are located in a rear or side yard, or portion of a driveway in the rear or side yard, and provide a five (5) foot setback from property lines, except when screened from eye level view from public right-of-way or adjacent property by a ninety (90) percent opaque screening fence and provided that the parking space is kept free of weeds and mowed regularly.
 3. During periods of seasonal use, such vehicles may be located completely on an established driveway within the required setback, provided that:
 - a. The vehicle is kept entirely on the vehicle owner's property.
 - b. The vehicle does not obstruct the public sidewalk.
 - c. The vehicle does not by any part enter or protrude into the public right-of-way.
 - d. The total number of RVs on driveways is limited to two (2).
 4. Recreational vehicles parked outside of an enclosed building within a residential district may not exceed thirty-four (34) feet in length, except as follows:
 - a. Recreational vehicles greater than thirty-four (34) feet in length may be parked at a residential location for a period not to exceed eight (8) hours, provided that all other requirements of this Chapter, and Section 6-2 of the Savage City Code, are met.
 - b. Extended outdoor storage of RVs greater than thirty-four (34) feet in length may be permitted by conditional use permit. In such cases the applicant shall demonstrate that the vehicle is limited from the view of neighboring dwellings through screening or setback from the neighboring dwelling or a combination thereof.
 5. For the purposes of this section, a utility trailer shall be considered a recreational vehicle provided that it is not used on a regular basis in support of a commercial operation. Further, snowmobiles, ATV's, and other vehicles parked on a trailer shall constitute one (1) recreational vehicle for enumeration purposes.
 6. A permitted or exempted commercial vehicle, as defined in Section 9-24-5-B above, shall be counted as a recreational vehicle for the enumeration purposes of this section.
- E. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for temporary (not exceeding fourteen (14) days) minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts is allowed at any time.
- F. Passenger automobiles and recreational vehicles may be advertised "For Sale" within a residential area provided the vehicle is owned by the property owner where the vehicle is parked and the vehicle is currently licensed, operable, and parked entirely on a hard surfaced driveway. At no time shall any commercially licensed vehicle be parked within a residential area advertised "For Sale". The number of vehicles sold from a residential location within a given year shall not exceed

that allowed by the Minnesota Department of Public Safety.

- G. Passenger, commercial, and recreational vehicles shall not be displayed "For Sale" within non-residential districts unless part of an approved sales dealership or for short-term parking (8 hours or less) if the vehicle is owned by an employee of said business where the vehicle is parked. Used car/vehicle sales may only be allowed when they are in integral part of a new car dealership.

9-24-6 Location.

All accessory off-street parking and loading facilities as required by this Chapter shall be located and restricted as follows:

- A. Required off-street parking and loading spaces shall be located on the same lot under the same ownership as the principal use being served, except under the provisions of Sections 9-24-10 and 9-24-11.
- B. The boulevard portion of the public right-of-way shall not be used for parking nor parking calculation.
- C. In the case of single and two-family residential dwellings, parking shall be prohibited in any portion of the front, side, or rear yard except on designated driveways leading directly into a garage or one (1) open, hard-surfaced space located on the side of a driveway, away from the principal use.
- D. Off-street parking requirements for multi-family and townhouse residential uses may be furnished by providing a space so designed within the principal building or detached accessory structure. Unless alternative provisions are made in compliance with this Chapter, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity.

9-24-7 Calculation of Requirements.

Calculation of the number of parking spaces required shall be in accordance with the following:

- A. 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 dimensions of the building, structure, or use times the number of floors, minus ten (10) percent.
- B. In churches and other places of public assembly in which patrons or spectators occupy benches, pews, or other similar seating facilities, each twenty-two (22) inches of such seating shall be counted as one (1) seat for the purpose of this Chapter.
- C. In cases where parking requirements are based on capacity of persons, capacity shall be based on the maximum number of persons that may occupy a place, as determined by the State Building Code. Maximum capacity shall be posted within the establishment. Both indoor and outdoor seating is included in maximum capacity.
- D. When calculating the number of off-street parking spaces results in a fraction, each fraction of one-half ($\frac{1}{2}$) or more shall require another space.
- E. Except in shopping centers or where joint parking requirements have been approved, if a structure or site contains two or more uses, each use shall be calculated separately in determining the total off-street parking spaces required.
- F. In cases where future potential uses of a building may generate additional parking demand, the City may require a proof of parking plan for the site, showing how the anticipated parking demand will be met. The City may permit the additional land area that would be required for anticipated parking to be placed in reserve as landscaped open space until needed.

9-24-8 Parking Area Design and Maintenance.

- A. *Submission of parking plan.* Any land use application requiring or including the provision of off-street parking shall include a parking plan. Said plan shall be drawn to scale and fully

dimensioned, showing parking facilities to be provided in compliance with this Title.

- B. *Access to parking spaces.* Except where accessory to residential uses of up to four (4) units, required off-street parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking area and does not depend upon a public street or alley. Access and parking area design that requires backing into a public street is prohibited.
- C. *Surfacing.* All open off-street parking areas, all driveways leading to such parking areas, and all other areas upon which motor vehicles may be located shall be surfaced with asphalt or concrete.
- D. *Curbing.* Except where accessory to residential uses of up to four (4) units, all driveways leading to such parking areas, landscaped islands, and all other areas upon which motor vehicles may be located shall have six (6) inch non-surmountable concrete curbing around the perimeter. In cases where existing circumstances or area practices make such curbing impractical, the requirement may be waived or modified subject to submittal of a parking area drainage plan, to be approved by the City Engineer.
- E. *Lighting.* Lighting used to illuminate an off-street parking area shall comply with the performance standards identified in Section 9-4-16. The height of parking lot light poles or standards shall be no less than twelve (12) feet and no more than the maximum height established for structures in the zoning district where the lights will be installed.
- F. *Required setbacks, screening, and landscaping.* Required setbacks for parking, loading, and driving areas are specified within the individual zoning district Chapters. Landscaping and screening requirements for parking and driving areas are identified in Chapter 25.
- G. *Driveway standards.* All driveways shall be subject to the following:
 - 1. Driveway accesses shall not exceed thirty-two (32) feet in width at the right-of-way line for non-residential properties and shall be located so as to cause the least interference with traffic movement.
 - 2. Residential driveways shall not exceed twenty-four (24) feet in width at the curb and twenty-seven (27) at the public street right-of-way line, provided that the driveway between the curb and right-of-way line shall not exceed in width a straight line connecting these points. Residential driveways beyond the right-of-way line and on private property shall not exceed thirty-six (36) feet in width. In addition to the above, a single twelve (12) foot by twenty (20) foot hard-surfaced area for vehicular turn-around shall be permitted in the front yard. Circular driveways with two curb cuts serving the same lot shall conform to all requirements of this Title, including but not limited to width, setbacks, and spacing.
 - 3. No access drive to any lot shall be located within thirty (30) feet of any two intersecting street right-of-way lines.
 - 4. All driveway access points (public or private) to principal roadways shall comply with the minimum spacing standards shown below, except when impractical or impossible due to existing property division, topography, or other constraint.

| Road Classification | Minimum Spacing |
|---|----------------------|
| STH 101 and STH 13 (STH 101 to Xenwood Avenue from Lynn Avenue to East City Limits) | ½ Mile (2,640 Feet) |
| STH 13 (STH 101 to Southwest City Limits), CSAH 42, and CSAH 27 | ¼ Mile (1,320 Feet) |
| STH 13 (Xenwood Avenue to Lynn Avenue) | 1/8 Mile (660 Feet) |
| Other County Routes | 1/8 Mile (660 Feet) |
| Collector Roadways | 1/16 Mile (330 Feet) |

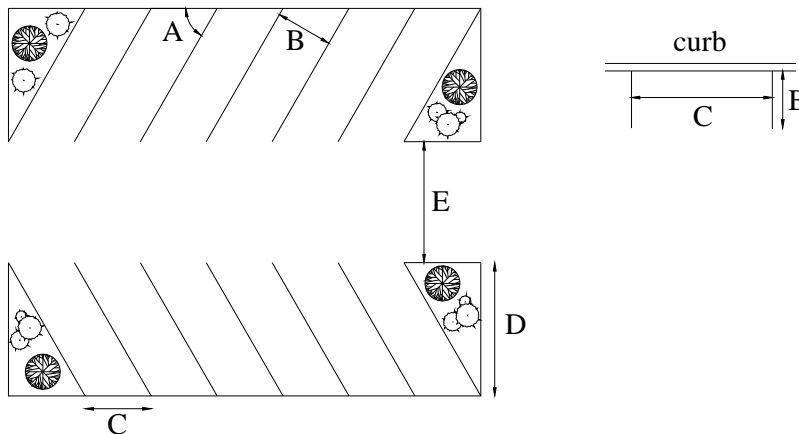
- 5. The maximum driveway slope is ten (10%) percent.

- H. *Marking of parking spaces.* All parking areas containing four (4) or more spaces or containing angled parking shall have the parking spaces and aisles clearly marked on the pavement, using paint or other approved marking devices approved by the Zoning Administrator. Such markings shall be maintained in a clearly legible condition.
- I. *Size.* The minimum dimensions for required parking spaces are shown in Table 24-1 and Figure 24-1. Minimum dimensions are exclusive of access drives or aisles, ramps, or columns. In no case shall any part of the public right-of-way contribute towards required stall size.

Table 24-1. Minimum parking space and aisle dimensions.

| Angle (A) | Width (B) | Curb Length (C) | Stall Depth (D) | 1-Way Aisle Width (E) | 2-Way Aisle Width (E) |
|---------------|-----------|-----------------|-----------------|-----------------------|-----------------------|
| 0° (Parallel) | 9' | 23' | 9' | 12' | 22' |
| 45° | 9' | 12' 9" | 19' 10" | 13' | 22' |
| 60° | 9' | 10' 5" | 21' | 18' | 24' |
| 90° | 9' | 9' | 18' | 20' | 24' |

Figure 24-1. Minimum parking space and aisle dimensions.



- J. *General maintenance.* Parking areas and driveways shall be kept free of dirt, dust, and debris and the pavement shall be maintained in good condition.
- K. *Accessible parking.* Accessible parking spaces for the disabled shall be provided as required by the State Building Code.

9-24-9 Specific Off-Street Parking Requirements. The following minimum number of off-street parking spaces shall be provided and maintained by ownership, easement, and/or lease for and during the life of the respective uses identified in Table 26-2.

Table 24-2. Specific off-street parking requirements.

| Use | | Minimum Spaces Required |
|-------------|---------------------------|---|
| Residential | Single-family | Two (2) spaces |
| | Two-family | Two (2) spaces per unit |
| | Multi-family & townhouses | Two and one-half (2½) spaces per unit. The City Council may require additional clustered guest parking for projects with more than eight (8) units. |

Table 24-2. Specific off-street parking requirements (cont'd).

| Use | | Minimum Spaces Required |
|---------------------------|---|---|
| Residential (cont'd) | Housing for the elderly (Uses with occupancy limited to persons age 55 and over) | One (1) space per unit |
| | Residential care facility | Two (2) spaces per unit for uses serving six (6) or fewer persons |
| Institutional | Auditoriums, theatres, religious institutions, sports arenas | One (1) space per three and one-half (3½) seats based upon design capacity of the facility, plus additional spaces required for adjoined facilities |
| | Community center, library, museum | Ten (10) spaces plus one (1) space per every three hundred (300) square feet over two-thousand (2000) square feet of floor area |
| | Nursing homes and similar establishments | Four (4) spaces plus one (1) for each four (4) beds based upon design capacity |
| | Hospital | One (1) space per each three (3) beds based upon design capacity |
| | School, elementary and junior high | One (1) space per seven (7) students based on design capacity |
| | School, senior high and post high school facilities | One (1) space per three (3) students based on design capacity, plus one (1) space per classroom |
| Commercial/ Industrial | Animal hospital/kennel | Five (5) spaces plus one (1) space per five-hundred (500) square feet over one-thousand (1000) square feet of floor area |
| | Auto convenience facility, auto repair | Four (4) spaces plus two (2) spaces for each service stall, plus other requirements for uses or sale of goods not directly auto related |
| | Auto sales | One (1) space per five-hundred (500) square feet of showroom plus one (1) space for each three-thousand (3000) square feet of outdoor sales lot, plus additional parking required for ancillary service or repair |
| | Auto repair, transportation terminal, boat sales and repair, garden supply or building material sales | Eight (8) spaces plus one (1) space per eight-hundred (800) square feet of manufacturing or display floor area over one-thousand (1000) square feet |
| | Auto wash | Drive-through: ten (10) spaces Self-service: one (1) space wash bay None required if accessory to auto convenience facility |
| | Beauty or barber shop | Two (2) spaces per chair |

Table 24-2. Specific off-street parking requirements (cont'd).

| Use | | Minimum Spaces Required |
|--|---|---|
| Commercial/ Industrial (cont'd) | Bowling alleys | Five (5) spaces per lane plus spaces required for ancillary uses |
| | Day care facilities | In a residential district serving less than twelve (12) persons: two (2) spaces per use All others: One (1) space for each (4) persons of licensed capacity |
| | Furniture sales | One (1) space per four hundred (400) square feet for first twenty-five (25000) square feet of floor area, plus one (1) space per six-hundred (600) square feet thereafter |
| | Golf course | Four (4) spaces per hole, plus fifty (50) percent of the requirements for any other associated use |
| | Manufacturing | One (1) space per three-hundred fifty (350) square feet of floor area, plus one (1) space per company vehicle not stored within the principal structure |
| | Medical and dental offices, clinics | Three (3) spaces plus one (1) for each two-hundred fifty (250) square feet of floor area |
| | Motels, hotels, and other lodging facilities | One (1) space per unit, plus one (1) space per every ten (10) units |
| | Office and professional buildings, banks, public administration | Three (3) spaces plus one (1) for each two-hundred fifty (250) square feet of floor area |
| | Restaurants, clubs, and lodges | One (1) space per each three (3) seats based upon design capacity |
| | Restaurants, drive-in or convenience food | One (1) space per seventy five (75) square feet of floor area |
| | Retail sales | One (1) space per two-hundred (200) square feet of floor area |
| | Shopping center | One (1) space per two- hundred (200) square feet of floor area |
| | Warehousing | Office: One (1) space per two-hundred (200) square feet of floor area Other: One (1) space per one-thousand (1000) square feet, plus one (1) space per company vehicle not stored within the principal structure |
| Uses not specified or precisely identified | | Calculated by Zoning Administrator based upon, but not limited to, characteristics for similar uses and professional studies prepared by APA or ITE. |

9-24-10 Shared Parking. The City may approve the use of a required off-street parking area for more than one (1) principal use on the same or an adjacent development site if the following conditions are met:

- A. *Entertainment uses.* Up to fifty (50) percent of the parking facilities required for a theater, bowling alley, bar, nightclub, or tavern may be supplied by off-street parking facilities provided for primarily daytime uses, as specified below.
- B. *Nighttime or Sunday Uses.* Up to fifty (50) percent of the off-street parking facilities required for any use specified below as primarily daytime uses may be supplied by the parking facilities provided for the following nighttime or Sunday uses: auditoriums incidental to a public or parochial school, churches, bowling alleys, theaters, bars, nightclubs, or taverns (excluding those with restaurants) or multi-family apartments.
- C. *School auditorium and church uses.* Up to eighty (80) percent of the parking facilities required by this Section for a church or an auditorium incidental to a public or parochial school may be supplied by the parking facilities provided by uses specified below as primarily daytime uses.
- D. *Daytime uses.* For the purpose of this Section the following uses are considered as primarily daytime uses: banks, offices, retail stores, personal service shops, service and repair shops, manufacturing, wholesale, and similar uses.
- E. The use for which application is being made for joint parking shall be located within four-hundred (400) feet of the use providing the parking facilities.
- F. The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which joint parking is proposed.
- G. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the Scott County Recorder's Office within sixty (60) days after approval of the joint parking use.

9-24-11 Off-Site Parking. Any off-site parking which is used to meet the requirements of this Chapter may, as applicable, be allowed by conditional use permit for long-term off-site parking, subject to the provisions of Section 9-2-7, or by interim use permit for short-term temporary off-site parking, subject to the provisions of Section 9-2-8. In both cases, the following conditions must be met:

- A. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Chapter.
- B. Reasonable access from off-site parking facilities to the use being served shall be provided.
- C. Except as provided by item G below, the site used for meeting the off-street parking requirements of this Chapter shall be under the same ownership as the principal use being served or under public ownership.
- D. Off-site parking for multiple-family dwellings shall not be located more than two-hundred fifty (250) feet from the main public entrance to the principal use being served.
- E. Off-site parking for non-residential uses shall not be located more than five-hundred (500) feet from any normally used entrance to the principal use served.
- F. Any use that depends upon off-site parking to meet the requirements of this Title shall maintain ownership and parking utilization of the off-site location until such time as on-site parking is provided or an alternate off-street parking area, in closer proximity to the principal use being served, is acquired and developed.
- G. Compliance with off-street parking requirements provided through leased off-street parking may be approved subject to the following additional conditions:
 - 1. The lease shall specify the total number and location of parking spaces under contract and this number, when combined with any on-site parking provided, must equal or exceed the total number of spaces required under this Title.
 - 2. The lease instrument shall legally bind all parties to the lease and provide for amendment

or cancellation only upon written approval of the City.

3. The lease agreement shall incorporate any other provisions, as recommended by the City Attorney, that are deemed necessary to ensure compliance with the intent of this Title.

9-24-12 Parking Deferment. The City may allow a reduction in the number of required parking stalls provided that:

- A. The proposed use will have a peak parking demand less than the required parking under Section 9-24-9. Factors to be considered when reviewing the proposed parking demand shall include, but not be limited to:
 1. Size of building.
 2. Type and use.
 3. Number of employees.
 4. Projected volume and turnover of customer traffic.
 5. Projected frequency and volume of delivery or service vehicles.
 6. Number of company owned vehicles.
 7. Storage of vehicles on site.
- B. In no case shall the amount of parking provided be less than one-half ($\frac{1}{2}$) the amount of parking required under this Title.
- C. The site has sufficient property under the same ownership to accommodate the expansion of the parking facilities to meet the minimum requirements of this Chapter should the parking demand exceed on-site supply. A proof of parking plan in accordance with Section 9-24-7-F shall be required.
- D. On-site parking shall only occur in areas designated and constructed for parking in accordance with this Chapter.
- E. The applicant and City enter into a development agreement, to be recorded against the subject property, which includes a clause requiring the owner to install the additional parking stalls upon a finding by the City Council that such additional parking stalls are necessary to accommodate the use.
- F. A change of use will necessitate compliance with the applicable parking standard identified in this Chapter.

9-24-13 Off-Street Loading.

- A. *Requirements.* Off-street loading space shall be provided for any non-residential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles, and which will have a gross floor area of five-thousand (5,000) square feet or more, according to the following minimum standards:
 1. The off-street loading requirement for buildings with less than twenty-thousand (20,000) square feet GFA may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.
 2. Buildings with twenty-thousand one (20,001) to fifty-thousand (50,000) square feet of GFA shall provide 1 loading space
 3. Buildings with fifty-thousand one (50,001) to one-hundred thousand (100,000) square feet of GFA shall provide 2 loading spaces.
 4. Buildings with one-hundred thousand one (100,001) or more square feet of GFA shall provide one (1) additional loading space per additional three-hundred thousand (300,000) sq. ft. GFA.

- B. *Size and location.* The size and location of off-street loading areas shall be subject to the following standards:
1. Semi-trailer spaces shall be at least fifty-five (55) feet in length, twelve (12) feet in width and fourteen (14) feet in height plus necessary additional maneuvering space.
 2. Access to loading berths or docks shall be no closer than twenty-five (25) feet from the intersection of two (2) street right-of-way lines and shall be no closer than fifteen (15) feet to a side or rear lot line. Loading berths and docks shall not face street frontages nor occupy any required yard bordering a street or residential district, unless fully screened from view.
 3. All loading spaces and driveways shall be surfaced in accordance with the standards identified in Section 9-24-8-C for off-street parking areas and driveways.
 4. All loading spaces shall be provided in a location where it is not necessary to utilize the public right-of-way for access to such space.
 5. Any area allocated as a required loading berth or access drive so as to comply with the terms of this Title shall not be used for the storage of goods, inoperable vehicles nor be included as a part of the area necessary to meet the off-street parking area.