

Article 5: Development Standards

Sec. 17-5.2. Off-Street Parking, Bicycle Parking, and Loading

(c) General Standards for Off-Street Parking and Loading Areas

- (i) Confined to the parking space and/or driveway with a device expressly designed for such purposes including but not limited to bricks, railroad ties, and plastic/PVC landscaping borders; and
 - (ii) Renewed or replaced as reasonably necessary to maintain a neat and orderly appearance; or
2. Include surfacing in two strips (“tire ribbons”) of a material specified in a or c above, designed to provide a driving surface for the wheels of an automobile along the length of the parking space and/or driveway, provided the overall parking space meets the minimum dimensional requirements in this Section.

(3) Location and Arrangement

a. Safe and Convenient Access

1. Except for off-street parking areas serving single-family detached or two-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.
2. Except for off-street parking areas serving single-family detached, two-family, and townhouse dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without moving another automobile, unless within an automated or mechanical parking deck or garage or part of valet or tandem parking in accordance with Sec. 17-5.2(f), Off-Street Parking Alternatives.
3. Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.
4. An entrance or exit to an off-street parking area shall not be located within 25 feet of a Residential district.

b. Backing onto Streets Prohibited

Except for parking areas serving single-family detached or two-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

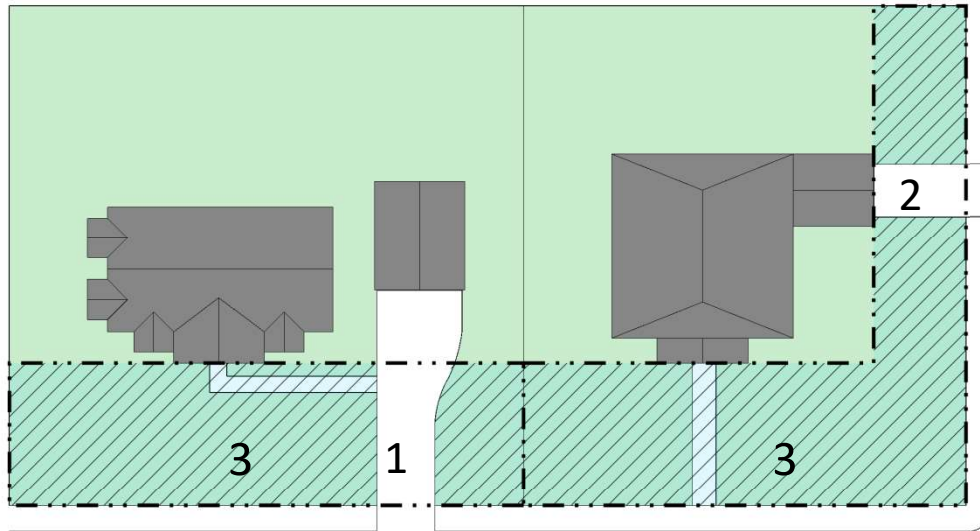
c. **Parking in Front of Residential Structure**

On a parcel where a use in the Residential Uses classification other than a mixed-use dwelling, is located, in any area between a street-facing façade (see Sec. 17-9.4, Definitions) of a principal building, the corresponding lot line abutting a street, and either both side lot lines (for interior lots and through lots) or a side lot line and another lot line abutting a street (for corner lots):

1. The parking of any vehicle, including but not limited to an automobile, truck, van, bus, motorcycle, all-terrain or similar off-road vehicle, recreational vehicle, motor home, camper or camping trailer, trailer, boat, or jet ski, outside of a parking space is prohibited;

2. Not more than 40 percent of such area or 500 square feet within such area, whichever is greater, shall be occupied by vehicular surface area; and
3. If more than one street abuts the parcel (e.g. corner lot or through lot), parking spaces and driveway shall not be located in more than one such area.

Figure 17-5.2(c)(3)c: Parking in Front of Residential Structure



- 1 Parking allowed, limited to 40 percent of defined area bounded by dashed line or 500 square feet, whichever is greater
- 2 Parking allowed, limited to one street frontage, limited to 40 percent of defined area bounded by dashed line or 500 square feet, whichever is greater
- 3 Parking not allowed within defined area bounded by dashed line outside of a parking space

(4) Markings

- a. Except for parking areas serving single-family detached or two-family dwellings, each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, parking, and storage of vehicles. Such markings—including striping, directional arrows, lettering on signs and in handicapped-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times.
- b. One-way and two-way accesses into required parking facilities shall be identified by directional arrows. Any two-way access located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.