

Sec. 64-197. – Off-Street Parking and Loading:

- A. General provisions:** Off-street parking requirements are established to lessen congestion on public streets, improve vehicular mobility and safety, facilitate pedestrian and bicycle circulation and safety, provide adequate accommodation for the disabled in accordance with federal law, conserve the value of buildings, promote the general attractiveness of the community, and ensure adequate parking is available for all uses located on a development site. Consideration must be given to all transportation modes that may access a development site including, without limitation, cars, trucks, buses, bicycles, pedestrians, and emergency vehicles.
- 1. Parking required:** In all zoning districts, at the time any building or structure is erected, enlarged, or increased in capacity, or at the time any other use is established, off-street parking spaces for vehicles, vehicle stacking, and bicycles shall be provided in accordance with the design standards and land use requirements specified in Tables VIII-1, VIII-2, and VIII-3.
 - 2. Location:** Each parking space and the maneuvering area thereto shall be located entirely upon private property.
 - 3. Drainage:** Design of parking areas shall provide for appropriate disposal of surface water, including engineering those portions which may function as a part of a required detention system.
 - 4. All-Weather Surfaces:** All required or provided, maneuvering, loading, storage areas, driveways and off-street parking areas shall be paved with an all-weather surface, such as concrete or with asphalt pavement and concrete curb and gutter. Curb and gutter is not required for driveways serving single-family and duplex dwellings, or where it would interfere with surface drainage, as determined by a civil engineer. Pervious pavers or other masonry pavement systems are permitted in accordance with the manufacturer's specifications.
 - 5. Alternative Surfaces:** Alternative surfaces may be approved in lieu of the normal all-weather standard by the city manager, director of public works, or designee in the following situations:
 - (a) Commercial vehicle storage areas.
 - (b) As a voluntary upgrade to nonconforming residential driveways serving single-family or duplex dwelling where the owner proposes an approved alternative surface that is better than the existing surface.
 - (c) Where a building permit is required for remodeling, enlargement, or other alteration of an existing single-family or duplex dwelling where the owner requests such alternative driveway surface in lieu of the normal all-weather standard.
 - (d) Areas used for access, parking, or storage of vehicles used exclusively for agricultural purposes on property zoned AO, not including the primary driveway to any residence on the property.
 - 6. Lighting:** To reduce nuisance and light pollution, all parking and loading area lighting shall be designed and operated to directly illuminate surface areas only within the same property, and not to reflect or shine on adjacent properties, public spaces, public rights-of-way, or the night sky.

7. **Vehicle repair:** Vehicle repair is not allowed in any required or provided off street parking area unless the off-street parking area is within a fully-enclosed garage.
8. **Parking, storage and use of recreational vehicles:** Travel trailers, motor homes, campers, and boats must be parked or stored on an approved all-weather or alternative surface, and shall not be connected to utilities or used for living, overnight sleeping, or housekeeping purposes unless in an authorized recreational vehicle park. In residential districts, recreational vehicles must be stored in a garage or carport, or outside abutting next to the main dwelling in such a manner that does not pose a traffic hazard.
9. **Accessible parking spaces for persons with disabilities:** Off-street parking spaces shall be reserved for the physically disabled in an amount not less than that required by the Americans with Disabilities Act accessibility guidelines. These spaces are in addition to the City's minimum off-street parking requirements. Each parking space reserved for the physically disabled shall conform to the identification requirements of the State Department of Licensing and Regulation promulgated under State law, and the design specifications enumerated in the Americans with Disabilities Act accessibility guidelines.
10. **Maintenance:** To ensure that all requirements set forth in this section are carried forward, it will be the responsibility of the owner of the parking area to adequately maintain the surface and markings of the facility. All off-street parking areas shall be kept free of trash, debris, and display of products or portable advertising devices.
11. **Modifications:** At no time after initial approval of the parking area layout can changes be made in the location and number of provided spaces without approval of the City Planner.
12. **CCB:** Uses located within the Commercial Central Business District (CCB) are exempt from the off-street parking requirements established in this chapter, unless required by the Planning and Zoning Commission as a condition of a specific use permit. However, if off-street parking is provided, it shall comply with all standards except for the minimum number of parking spaces.

B. Single family and duplex parking:

1. **Location:** Required off-street parking shall be provided on the same lot as the use it serves. Each dwelling unit must have at least one of the minimum required parking space in a garage or carport. Vehicles in a residential driveway shall not obstruct any public sidewalk.
2. **Storage:** No required parking space, garage, carport, or other automobile parking space shall be used for the storage of any heavy load vehicle, which is a self-propelled vehicle having a manufacturer's recommended gross vehicle weight (GVW) of greater than 11,000 pounds (including trailers), such as large recreational vehicles and trucks, tractor-trailers, buses, construction equipment, and other similar vehicles.
3. **Yards:** Vehicles shall not be parked or stored in any yard unless on an all-weather or approved alternative surface.

C. Nonresidential and Multi-Family Residential Parking:

1. **Location:** Although not mandatory, parking should be located entirely along the side or rear of buildings where such a site configuration is possible. Parking areas exceeding 20 spaces and having frontage along any public street shall be screened as provided in Sec. 64-197(D)(1).

2. **Access:** There shall be adequate provision for unobstructed ingress and egress to all parking spaces without backing into public right-of-way.
3. **Setback:** No parking area or parking space, including allowance for vehicle overhang, shall be closer than five feet to any public right-of-way line.
4. **Marking and identification:** Parking spaces and driving lanes shall be arranged and marked to provide for safe and orderly movement of pedestrians, bicycles, and vehicles. Parking spaces shall be permanently and clearly identified by stripes, buttons, tiles, curbs, barriers, or other approved methods. Paint shall be regularly maintained to ensure continuous clear identification of spaces. All stripes for parking shall be at a minimum of four inches wide of white or yellow safety traffic paint designated for such use. All other markings required designating crosswalks, directional arrows, fire lanes, handicap spaces, or service areas shall be in compliance with the Texas Manual on Uniform Traffic Control Devices.
5. **Stopping devices:** All required parking and loading spaces, and vehicle sales areas shall have a vehicle stopping device installed so as to prevent parking of motor vehicles in any required landscaped areas, to prevent vehicles from hitting buildings, and to prevent and parking vehicle from overhanging a public right-of-way setback line, public sidewalk, or adjacent private property.
6. **Dead ends:** No access aisle shall be designed or constructed which terminates in a dead end unless an extension of at least nine feet is provided for vehicle backing and turning around.
7. **Connectivity:** For safety and fire-fighting purposes, and to discourage the use of thoroughfares by circulating vehicles, free access through to adjacent nonresidential parking areas shall be provided whether on the same property or on adjacent properties under different ownership as follows:
 - (a) New nonresidential development having more than 20 off-street parking spaces in a lot adjacent to developable vacant land zoned for nonresidential use must provide for possible direct two-way access to future parking on the adjacent land without reducing the number of spaces below the minimum standard in the original parking lot.
 - (b) New nonresidential development having more than 20 off-street parking spaces in a lot adjacent to an existing nonresidential parking lot containing more than 20 parking spaces shall provide direct two-way access to such parking lot unless there is no feasible location for the access that would not reduce the number of required spaces, there is no feasible location for the access due to existing physical barriers, and/or if the existing parking lot was constructed prior to *[date of adoption]* and the owner does not grant permission for such access.
8. **Outdoor display:** Required off-street parking areas shall not be used for the commercial sale, repair, dismantling, servicing, storage, or display of vehicles, equipment, materials, supplies, or merchandise. Establishments requiring areas for sale of seasonal outdoor goods, or for sale of vehicles and equipment, shall provide space separate from required parking for this purpose.
9. **Refuse storage:** Refuse storage facilities placed in a parking lot shall not be located in a designated parking or loading space. Adequate reinforced paved areas shall be provided for refuse collection vehicles, their approaches, maneuvering, loading, and unloading. Dumpsters shall be screened on all sides. The side of the enclosure from which access is gained is exempt from screening if it faces only the building it serves and is not visible from a public street.

10. **Shared parking:** Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking study to the City Planner that clearly demonstrates the feasibility of shared parking. The study must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads by hour of the day for all uses that will be sharing off-street parking spaces. A shared parking plan must be enforced by a written agreement among all owners of record. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided for each use in accordance with this chapter.
 11. **Off-site parking:** Off site parking on separate private property, may be used in compliance with all standards in this chapter provided that:
 - (a) There is reasonable access from the off-site parking facility to the use being served whereby a cross-walk must be available if the off-site parking is separated from the use it serves by a public street.
 - (b) No required space is located no more than 300 feet from the main entrance of the principal use served.
 - (c) The site used for meeting the required parking is under the same ownership as the principal use being served or is under public ownership.
 12. **Emergency Access:** Fire lanes shall be provided in all multi-family and nonresidential areas as required by the adopted Fire Code of the City.
- D. Parking lot landscaping and screening:** All outdoor parking areas having spaces for more than 20 vehicles shall have perimeter screening and interior landscaping in accordance with the following provisions:
1. **Perimeter screening:** A decorative wall, landscaped earth-berm, dense evergreen shrubbery, or some combination thereof at least three feet high and having an opacity of at least 60 percent, is required as a visual buffer along property frontages abutting a public street right-of-way. If the required or provided off-street parking occupies more than 50 percent of the property frontage along any street right-of-way, the screening for the portion exceeding 50 percent of the frontage must be at least five feet high.
 2. **Interior landscaping:** All parking lot islands, peninsulas, and medians shall be fully landscaped with shrubs, grasses, live groundcovers, and/or pedestrian surfaces, in addition to any required trees, and must be raised at least six inches and curbed except where breaks are needed for drainage or handicapped-accessible pedestrian access. All required vegetation shall be maintained, watered, kept in a healthy condition, and replaced if dead.
 3. **Trees:** One ornamental or shade tree of at least two-inch caliper measured twelve inches from base of the trunk or top of the ball at the time of planting shall be provided in each landscaped island or peninsula within the perimeter of the parking area. Trees are optional in landscaped medians. No parking space shall be more than 60 feet from at least one ornamental or shade tree located in a landscaped island, peninsula, or median within the perimeter of the parking area.
 4. **Islands:** A landscaped island must be provided at the open ends of all interior parking rows, and intermediate islands may be placed along rows of spaces between end islands if needed to satisfy the tree requirement provided in (3), above. Islands shall be at least 153 square feet in

area per single row of spaces, and at least 306 square feet in area per double row of spaces. The minimum width of all islands is nine feet at the front line of the adjoining row or rows of parking spaces, but they may be rounded at the ends. The minimum area of all islands specified does not include the extension of any median through or connected to the island. If a connecting median contains a pedestrian surface, such surface shall be continued through the island.

5. **Peninsulas:** Landscaped peninsulas not less than 153 square feet in area may be used to break up long single-rows of parking spaces along the perimeter of the parking area, if needed to satisfy the tree requirement provided in (3), above. The minimum width of peninsulas is nine feet at the front line of the adjoining row of parking spaces, but they may be rounded at the ends.
6. **Medians:** Parking lots with three or more adjacent double rows of parking spaces shall have no less than one continuous landscaped or pedestrian median at least nine feet-wide, as measured inside the curb, for each two double-rows of parking that do not have medians. Medians having handicapped accessible spaces on either side shall contain a pedestrian surface at least five feet wide for an accessible route leading toward the facility served.
7. **Obstruction of view:** Landscaping and screening shall not obstruct the view of driveway access or vehicle maneuvering areas such that it creates a hazard.

E. Stacking spaces: The minimum number of off-street stacking spaces 18 feet long each that must be provided for specified uses is shown in Table VIII-1. The stacking spaces required for a use not specifically mentioned herein shall be the same as required for a similar use, as determined by the City Planner, or by the Planning and Zoning Commission at the City Planner’s discretion.

Table VIII-1.

Activity Type	Minimum Stacking Spaces	Measured From
Automobile quick service shop	2	Entrance to stall
Automated teller machine	2	Machine
Bank teller lane	3	Teller station
Drive-through beverage store	3	Order box or station
Car wash stall, automated or drive-through service	3	Entrance to wash bay
Car wash stall, self-service	2	Entrance to wash bay
Day care facility	3, with by-pass lane	Pick up area
Gasoline pump island	1	Pump island
Parking lot, controlled entrance	2	Key code box
Pharmacy pickup	3	Pharmacy window
Restaurant drive-through	4, with by-pass lane	Order box
	3, with by-pass lane	Order box to pickup window

F. Parking space design dimensions: Each standard off-street surface parking space shall have minimum rectangular dimensions of nine feet by 18 feet, exclusive of any area required for access drives or aisles, and be arranged in accordance with the design standards in Table VIII-2.

Table VIII-2

Parking Angle (degrees)	Stall Width (feet)	Aisle Length Per Stall (feet)	Depth of Stall Perpendicular to Aisle (feet)	Aisle Width (feet)	
				One-Way	Two-Way
0 parallel	8.0	23.0	8.0	12.0	24.0
30	9.0	18.0	16.8	11.0	22.0
45	9.0	12.7	19.1	13.0	22.0
60	9.0	10.4	20.1	18.0	23.0
90	9.0	9.0	18.0	25.0	25.0

G. Required off-street parking: Off-street parking requirements per land use shall be in accordance with the standards in Table VIII-3. The parking spaces required for a use not specifically mentioned herein shall be the same as required for a similar use, as determined by the City Planner, or by the Planning and Zoning Commission at the City Planner’s discretion. A public street shall not be classified as off-street parking in computing the parking requirements for any use.

H. Multiple uses: Lots containing more than one use must provide parking in an amount equal to the total of the individual requirements for all uses unless an alternative parking plan for shared parking is approved by the City Planner.

I. Non-residential and multi-family bicycle parking: Bicycle parking facilities must be separated from motor vehicle parking in order to protect both bicycles and vehicles from accidental damage, and must be constructed to enable the user to secure a bicycle by locking the frame and one wheel of each bicycle with U-locks or cable locks to a vertical support. Bicycle parking facilities must be anchored securely to the ground or building. The minimum bicycle parking space requirements are listed in Table VIII-3.

Table VIII-3:

Residential Uses			
Land Use	Parking Spaces	Additional Requirements	Bicycle Parking
Single-Family, Patio Home, Duplex, Townhouse	2 per dwelling unit	1 for each additional bedroom over 3 per dwelling unit	
Multi-Family (more than 2 units), Condominium	2 per dwelling unit	1 for each 4 dwelling units	1 per dwelling unit
Manufactured Home Park	2 per dwelling unit	1 for each 4 homes	
Any of the above designed and reserved for senior citizens	2 per dwelling unit		
Group-Home, Residential Care Facility	2 per dwelling unit	1 for each 2 bedrooms	100% of (b)
Assisted Living Facility	1 per 2 rental dwelling units	1 additional for each management dwelling unit	
Lodging/Boarding House	1 per rental room	2 for proprietor’s dwelling unit, if any	

Nursing Home	1 per four beds			
Home Occupation	1 in addition to spaces required per dwelling unit	1 additional for each employee who is not a resident of the dwelling unit		
Commercial Uses				
Land Use	Parking Spaces	Additional Requirements	Bicycle Parking	
Vehicle Sales and/or Rental	1 per 250 s.f. of indoor sales area	1 per 3,000 s.f. outdoor sales lot	The greater of 5 spaces or 10% of required motor vehicle parking spaces	
Vehicle Repair and/or Service	2 per service bay, in addition to service bay	Stacking requirement for quick service shop		
Bank or Credit Union	1 per 250 s.f. GFA, plus 1 per lobby teller station	Stacking requirement for drive-through teller lane		
Bed and Breakfast	1 per rental room	2 for proprietor's dwelling unit		
Bowling Alley	4 per lane	Those required for accessory uses, such as bar/restaurant		
Carwash (full-service)	1 per 250 s.f. GFA	Stacking requirement if drive-through service is offered		
Carwash (self-service)	2 per facility	Stacking requirement		
Day Care Center	1 per 250 s.f. GFA	Stacking requirement		
Farm Stand	1 per 250 s.f. GFA or 3, whichever is greater			NA
Golf Course	4 per hole	Those required for accessory uses, including retail and bar/restaurant		The greater of 5 spaces or 10% of required motor vehicle parking spaces
Commercial Gym, Physical Fitness Center, Health Spa, Martial Arts Center, \Dance Studio	1 per 150 s.f. GFA			
Hospital	1 per bed	1 per ambulance bay		
Hotel, Motel	2, plus 1 per rental room	Those required for accessory uses, including restaurant/bar and convention/conference facilities		
Kennel	2, plus 1 per 10 boarding pens or stalls			
Building materials sales	1 per 250 s.f. GFA	1 per 2,000 s.f. outdoor building material storage structures		
Medical/Dental Office (outpatient treatment)	1 per 250 s.f. GFA, plus 1 per treatment room or station			
Miniature Golf, Driving Range, Batting Cages	2 per hole, tee, or cage			
Mortuary, Funeral Home	1 per 250 s.f. GFA	1 per 3 seats in the largest place of assembly if provided for services		
Dance Hall, Night Club	1 per 50 s.f. open to the public			

Retail, Big-box, Shopping Mall	1 per 250 s.f. GFA	Stacking requirement if drive-through service is offered	
Theater	1 per 4 seats		
Office (professional or business)	1 per 300 s.f. GFA		
Personal Services	1 per 200 s.f. GFA		
Commercial Amusement/Recreation Indoor (not otherwise listed)	1 per 100 s.f. GFA		
Commercial Amusement/Recreation Outdoor (not otherwise listed)	1 per 3 spectator seats, 2 spaces per sports court	1 per 200 s.f. GFA any indoor structure	
Restaurant, Bar/tavern	1 per 100 s.f. GFA, or 1 per 3 seats capacity, whichever is greater, including outdoor seating and waiting areas	Stacking requirement if drive-through service is offered	
Industrial Uses			
Land Use	Parking Spaces	Additional Requirements	Bicycle Parking
Agricultural , mechanical, chemical and electronic equipment manufacturing or processing plants	1 per 500 s.f. GFA		The greater of 5 spaces or 10% of required motor vehicle parking spaces
Light assembly/fabrication or custom handicraft manufacturing	1 per 250 s.f. GFA		
Manufacturing	1 per 500 s.f. GFA		
Recycling Facility, Salvage Yards, and Junkyards	1 per 500 s.f. GFA		
Self-Service Warehouse	1 per 25 units	1 per 250 s.f. of office space	
Veterinary clinic	1 per 250 s.f. GFA	Those required for kennel if pet boarding provided	
Warehouse, Storage	1 per 1000 s.f. GFA of storage space	1 per 250 s.f. of office space	
Public and Institutional Uses			
Land Use	Parking Spaces	Additional Requirements	Bicycle Parking
Churches and Places of Worship	1 per 3 seats (1 seat = chair or 24 in. pew length) capacity in sanctuary.		The greater of 5 spaces or 10% of required motor vehicle parking
Community Center, Convention Center, Conference Center, Place of Public Assembly	1 per 250 s.f. GFA	1 per 3 seats of maximum seating in largest place of assembly	
Elementary and Middle School	1 per classroom	1 per 3 seats of maximum seating in largest place of assembly	10 per classroom
High Schools	10 per classroom	1 per 3 seats of maximum seating in largest place of assembly	10 per classroom

Libraries and Museums	1 per 250 s.f. GFA	1 per 3 seats of maximum seating in largest place of assembly	25% of required vehicle parking
Other Educational Facilities	20 per classroom	1 per 3 seats of maximum seating in largest place of assembly	10 per classroom
Parks	Determined by City Planner	Varies	The greater of 5 spaces or 10% of required motor vehicle parking spaces
Prisons and Detention Facilities	1 per 500 s.f. GFA		
Social, Fraternal Clubs, and Organizations	1 per 250 s.f. GFA	1 per 3 seats of maximum seating in largest place of assembly	
Utilities Companies, government and quasi-governmental facilities, Waste Services	1 per 250 s.f. GFA		

J: Off-street loading: In all districts, for every building or part thereof erected, which is to be occupied by a use which requires the receipt or distribution of vehicles, material, or merchandise by truck, one or more off-street truck loading or unloading berths shall be provided on the same lot.

1. **Access:** Each off-street loading and/or unloading space shall be designed with direct access via an approved driveway which offers satisfactory ingress and egress for trucks. Access drives or aisles shall be laid out with a width of at least 12 feet for one-way circulation and at least 24 feet for two way-way circulation.
2. **Design:** There shall be sufficient space to ensure that all maneuvering required to utilize the loading space will not encroach on street rights-of-way, or off-street parking areas, and shall be so located as to not hinder the free movement of other vehicles or pedestrians. Loading areas shall not be used to satisfy the space requirements for any off-street parking facilities. Loading areas shall have a vertical clearance of at least 14 feet and be at least 12 feet wide per berth or dock. The minimum depth of each berth shall be 55 feet for tractor trailer trucks, and 35 feet for all others.
3. **Screening:** Loading and unloading areas shall be screened where visible from public thoroughfares and adjacent properties by an opaque natural or manmade barrier not less than six feet in height.