

ARTICLE 17
PARKING AND LOADING FACILITIES

Sections

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11.17.01 Legislative findings

The Common Council makes the following legislative findings:

- (1) The design of parking areas is critically important to the economic viability of commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability.
- (2) Standards are needed to establish the minimum and maximum number of parking spaces that are needed to serve various land uses.
- (3) Excessively large parking lots reduce density, increase the cost of development, create an unhealthy built environment, contribute to the heat island effect associated with urban areas, and decrease the infiltration of storm water into the ground.
- (4) Special standards are needed to accommodate the needs of the disabled.
- (5) Shared parking can reduce parking facility costs (including aesthetic and environmental impacts), allows greater flexibility in facility location and site design, and encourages more efficient land use.
- (6) Parking lots and their access represent a vital connection between the local transportation network and land uses.
- (7) Incorrectly designed parking lots and site access can have negative impacts on the site itself, the adjacent and nearby public roadways, and the image of the business community.

11.17.02 Purpose

This article promotes the public health, safety, and general welfare and is intended to:

- (1) increase the safety and capacity of public streets by requiring off-street parking and off-street loading facilities,
- (2) minimize adverse effects of off-street parking and off-street loading facilities on adjacent properties and surrounding neighborhoods,
- (3) lessen congestion and prevent the overtaxing of public roads by regulating the location and capacity of off-street parking and off-street loading facilities,
- (4) maintain and enhance a safe and efficient transportation system,
- (5) minimize the occurrences of motor vehicles backing into public roads,
- (6) encourage bicycle use by providing adequate and safe facilities for the storage of bicycles, and
- (7) minimize impervious surfaces.

11.17.03 Off-street parking

(a) Applicability. The off-street parking requirements in this article apply as follows:

- (1) New construction. A new use shall comply with the off-street parking requirements.
- (2) Change in use. When an existing use is changed to another permitted use with a higher parking demand and the required number of parking spaces for the new use is less than 125 percent of the number of existing spaces, additional spaces are not required.
- (3) Expansion of existing use. When an existing use is enlarged and the required number of parking spaces is more than 125 percent of the number of existing spaces, the expanded use shall comply.

- (4) Repaving/Reconstruction. When more than 10 percent of an existing off-street parking area is repaved or reconstructed only the following sections shall apply.
- 11.17.03(h) Surfacing
 - 11.17.03(i) Marking of parking spaces
 - 11.17.03(j) Drainage
 - 11.17.03(l) Landscaping; specifically, 25 percent of the total Parking lot landscape requirements shall be met
 - 11.17.03(q) Dimensional Standards
 - 11.17.03(w) Stormwater Management
 - 11.17.04 Accessible parking and passenger loading

(b) General design principles. Parking areas shall be designed based on the following principles:

- (1) Provide continuous flow of traffic through the parking area.
- (2) Allow safe movement of pedestrians from parking to buildings.
- (3) Avoid conflicts between vehicular, bicycle, and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation.
- (4) Allow for appropriate landscaping of parking areas without conflicting with outdoor lighting.
- (5) Ensure that site facilities and amenities are accessible to people with disabilities as required by this article and the Americans with Disabilities Act (ADA).
- (6) Ensure that emergency service vehicles are able to travel through parking areas, including fire trucks (having a curb-to-curb turning radius of 40 feet) and tow trucks (having a curb-to-curb turning radius of 47 feet with a car in tow).
- (7) Minimize impervious surfaces.
- (8) Allow for the logical expansion of parking areas to accommodate different land uses or an expansion of an existing use.
- (9) Ensure that the stormwater generated on the site is accommodated consistent with city requirements.

(c) Proximity of parking to principal use. Parking spaces required by this article shall be located on the same lot with the principal use, except as provided in this subsection. When required parking spaces cannot be located on the same lot, parking spaces may be located on a different lot provided the parking spaces are located in the same zoning district. Parking for nonresidential uses shall not be located more than 500 feet from the lot with the principal use. Parking for residential uses shall not be located more than 300 feet from the principal entrance of the residential building. If required off-street parking is to be provided off-site, the use of such site shall be secured with a permanent agreement acceptable to the city attorney and recorded in the office of the Wood County register of deeds. The City of Wisconsin Rapids shall be named in that agreement as a party having the right of enforcement.

(d) Location of parking on a lot. In commercial and industrial zoning districts, parking may be located in any yard provided such spaces and aisles are located (1) at least 5 feet from another property in a commercial or industrial zoning district, except when such lots are developed with a joint parking lot and there is a cross-access easement in place, (2) at least 15 feet from the side lot line or rear lot line of a property in a residential zoning district, and (3) at least 5 feet from the front lot line. In a residential zoning district, parking for a multi-family building with three or more dwelling units may be located in the side or rear yards provided such spaces and aisles are located at least 5 feet from any property boundary line. Parking is only allowed in the front yard for single-family dwellings, duplex, and twinhomes when on a driveway. For off-street parking areas existing prior to the adoption of this code, existing use of the right-of-way shall only be permitted in conjunction with a right-of-way use agreement and appropriate barriers.

(e) Accessibility. Parking spaces shall be accessible at all times from a street, an alley, or a driveway intended to serve such parking. No parking area consisting of 2 or more parking spaces shall be designed as to require a motor vehicle to back into a public street, except for single-family dwellings, twinhomes, and 2-unit multi-family units.

(f) Use of parking spaces. Off-street parking areas shall be for occupants, employees, visitors, and patrons. The storage of merchandise, supplies, motor vehicles for sale, or the repair of vehicles in a parking area is prohibited, unless otherwise allowed in this chapter. In addition, the use of an off-street parking area for overnight camping, including recreational vehicle camping, is prohibited.

(g) Pedestrian routes in a parking area. When a pedestrian circulation route crosses a vehicular route, a crosswalk shall be provided to improve pedestrian safety (Exhibit 17-1).

(h) Surfacing. An off-street parking area (i.e., spaces and aisles) shall be hard surfaced (e.g., pervious concrete, asphaltic concrete, pavers, or similar product), except for those land uses listed as agriculture or resource-based in Appendix A which may be surfaced with crushed gravel. If it is not possible to hard surface the parking area between November 1 and April 1, the city building inspector may issue an occupancy permit provided the property owner and zoning administrator enter into a written agreement that requires completion no later than June 1.

(i) Marking of parking spaces. Parking spaces within an off-street parking area shall be clearly marked, except for single-family dwellings, two-family dwellings, twin homes, and townhouses.

(j) Drainage. An off-street parking area shall be properly graded for drainage.

(k) Snow storage. Required parking spaces and access aisles shall not be used for snow storage. Areas used for snow storage shall be clearly depicted on the site plan if snow will be stored on site.

(l) Landscaping. Landscaping for an off-street parking area must be provided consistent with the requirements set forth in Article 16.

(m) Electric charging station. One or more electric charging stations may be included in the parking lot design. If charging stations are not installed at the time of construction, underground conduits to potential charging stations should then be installed to lessen installation costs when a station is added at a later date.

(n) Signage. Signage related to off-street parking and on-site traffic circulation must comply with the requirements set forth in Chapter 46 of the municipal code.

(o) Outdoor lighting. Outdoor lighting within a parking area must be provided consistent with the requirements set forth in Article 18.

(p) Screening. When a parking area with 5 or more parking spaces adjoins a property in a residential zoning district, a 4-foot screen (e.g., landscaping, berm, fence, or any combination) shall be installed and maintained.

(q) Dimensional standards. Parking spaces, except for handicapped parking; access aisles; and other features in a parking area shall conform to the dimensions in Exhibit 17-2.

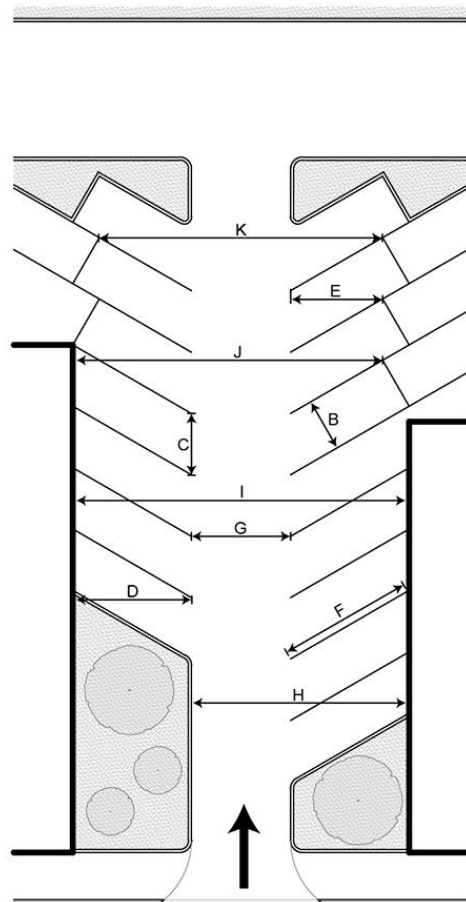
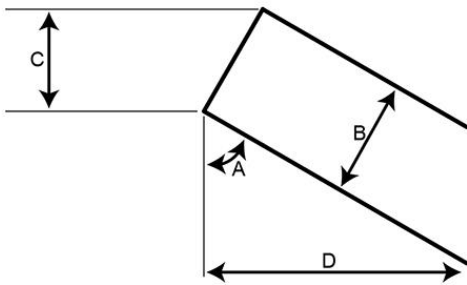
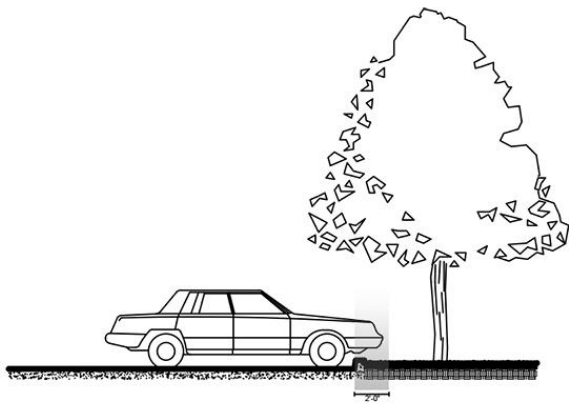
Exhibit 17-1. A pedestrian crosswalk in the parking lot of a fast food restaurant



Exhibit 17-2. Parking area dimensional standards

	Parking angle - A				
	0°	45°	60°	75°	90°
B Stall width at parking angle	9.0 ft.	9.0 ft.	9.0 ft.	9.0 ft.	9.0 ft.
C Stall width parallel to access aisle	17.0 ft.	12.7 ft.	10.4 ft.	9.3 ft.	9.0 ft.
D Stall depth to wall	9.0 ft.	17.5 ft.	19.0 ft.	19.5 ft.	18.5 ft.
E Stall depth to interlock	--	15.3 ft.	17.5 ft.	18.8 ft.	--
F Stall length	18.0 ft.	18.0 ft.	18.0 ft.	18.0 ft.	18.0 ft.
G Aisle width one-way	12.0 ft.	12.0 ft.	16.0 ft.	17.2 ft.	24.0 ft.
H Module width – wall to wall (single-loaded)	21.0 ft.	29.5 ft.	35.0 ft.	42.5 ft.	44.5 ft.
I Module width – wall to wall (double-loaded)	30.0 ft.	47.0 ft.	54.0 ft.	62.0 ft.	63.0 ft.
J Module width – wall to interlock (double-loaded)	--	44.8 ft.	52.5 ft.	61.3 ft.	--
K Module width – interlock to interlock (double-loaded)	--	42.6 ft.	51.0 ft.	60.6 ft.	--

Stall reduction for landscaped areas. When a parking space abuts a landscape island or planter, the front 2 feet of the required parking space length may overhang the planter, provided that wheel stops or curbing are provided.



(r) Minimum number of spaces. Off-street parking spaces shall be provided in the number specified in Appendix B, except as follows:

- (1) Land uses located in the downtown zoning (B-1) district are not required to provide off-street parking.
- (2) When bicycle parking is provided consistent with this article, bicycle parking spaces may be used to satisfy the number of required parking spaces up to a maximum of 4 percent provided the number of required parking spaces is 25 or more. For example, if the parking standards as applied to a project call for 100 vehicle parking spaces, no more than 4 bicycle parking spaces may be substituted (96 vehicle parking spaces and 4 bicycle parking spaces).
- (3) Pursuant to the procedures and requirements in Article 5, the Planning Commission may authorize the use of a lesser parking standard for a particular land use as a special exception provided sufficient evidence is provided that shows actual off-street parking demand for that use is less than the standard set forth in Appendix B.

(s) Maximum number of spaces. For land uses located in a business, mixed-use, or industrial zoning district, the number of parking spaces provided in a ground surface parking lot shall not exceed the number of minimum parking spaces by more than 15 percent, except that the Planning Commission may allow more parking spaces above that threshold as a special exception pursuant to the procedures and requirements in Article 5 provided the commission determines that additional spaces are needed for that particular use or location. There shall be no limitation on the number of parking spaces when located in a parking garage or similar structure.

(t) Mixed-use requirements. For mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various land uses. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use except when considered shared parking as allowed in this article.

(u) Compact cars. Up to 10 percent of the required number of parking spaces may be sized for compact cars. A compact vehicle parking space shall be so designated by a sign or other means approved by the city building inspector.

(v) Shared parking. There may be instances where two or more land uses could share the same parking facilities as shown in Exhibit 17-3. The zoning administrator may, upon written petition, authorize the joint use of parking facilities required by such uses, provided:

- (1) the applicant shows that there is no substantial conflict or overlap in the principal operating hours of the building or use for which the joint use of parking facilities is proposed;
- (2) the parking facility for which joint use is proposed is located within 500 feet of the building or use required to provide parking;
- (3) directional signage is provided where appropriate and allowed; and
- (4) pedestrian routes are direct, clear, and safe.

Exhibit 17-3. Examples of uses that could potentially share a parking area

Land uses with typical weekday peaks	Land uses with typical evening peaks	Land uses with typical weekend peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Meeting halls	Malls (some types, but not all)
Factories	Restaurants (some types, but not all)	
Medical clinics	Movie theaters	
Offices		
Professional services		

The parties involved in the joint use of off-street parking facilities shall document their agreement for such joint use by a legal instrument approved by the city attorney as to form and content. Such instrument, when approved as conforming to the provisions of this part, shall be recorded in the office of the Wood County register of deeds and a copy filed with the zoning administrator.



(w) Stormwater management. A parking area with over 3,000 square feet of impervious surface shall be designed to prevent direct drainage to the street.

11.17.04 Accessible parking and passenger loading

(a) Generally. Accessible parking spaces shall be provided subject to this part; the Americans with Disability Act (ADA), as may be amended; and the ADA Standards for Accessible Design 28 CFR 36, revised as of July 1, 1994 as may be amended.

(b) Number required. If parking spaces are required, then accessible spaces shall be provided in addition to the required number of regular spaces in the quantity as shown in Exhibit 17-4. One of 8 accessible parking spaces, but always at least one, must be van-accessible.

(c) Location. Accessible spaces serving a particular building shall be located on the shortest accessible route of travel between the parking and the accessible entrance. When there are multiple entrances to a building of similar prominence (e.g., shopping mall) with near-by parking, accessible spaces shall be dispersed and provided at each location. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.

(d) Dimensions. Accessible parking spaces shall be at least 96 inches wide.

(e) Vertical clearance. For van-accessible parking spaces, a 98-inch high clearance shall be maintained above the space, access aisle, and on the route to and from the van-accessible space.

(f) Maximum slope. Accessible spaces and adjoining access aisles shall have a maximum slope of 1:50 in all directions. When accessible spaces are provided in an existing parking lot, the spaces shall be located on the most level surface close to the accessible building entrance.

(g) Signage. Each accessible space shall be so designated with a sign identified by the international symbol of accessibility mounted on a vertical pole. In addition, van-accessible spaces shall be so designated with a sign indicating "Van Accessible." Such signs shall be located so they cannot be obscured by a vehicle parked in the space (at least 6 feet in height).

(h) Pavement striping and markings. The boundary of the access aisle must be marked and the end of which may be squared or a semicircle. Additional pavement markings denoting the space are optional.

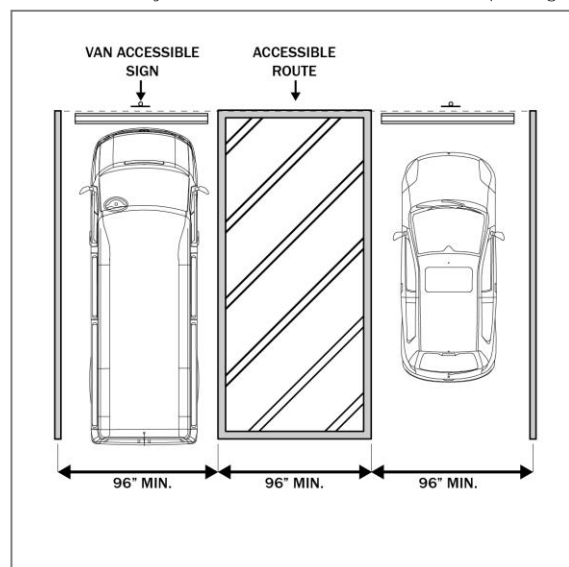
(i) Accessible route. An accessible route must be provided from the accessible parking space to the accessible entrance of the building. It shall be at least 36 inches wide, without steps or curbs. It shall be paved and not contain any feature that would restrict, inhibit, or unreasonably impeded the movement of a physically disabled individual.

(j) Access aisle. An access aisle for an accessible space shall be the same length as the adjacent parking space it serves and be at least 60 inches wide for car access and 96 inches wide for van-accessibility. Two adjoining accessible parking spaces may share a common access aisle (Exhibit 17-5). An access aisle for a passenger loading zone shall be 60 inches wide and 20 feet long and adjacent and parallel to the space.

Exhibit 17-4. Minimum number of accessible parking spaces

Number of required parking spaces	Number of additional accessible spaces
1 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	2 percent of total
1,001 and over	20; plus 1 for each 100 over 1,000

Exhibit 17-5. Layout of standard and van accessible parking



11.17.05 Off-street loading berths

(a) Generally. Off-street loading berths are required for new buildings and building expansions with any use that receives deliveries or makes shipments from large trucks including retail stores, manufacturing, warehousing, processing, offices, health care centers, and schools.

(b) Dimensional standards. A loading berth shall comply with the dimensional standards in Exhibit 17-6. The minimum vertical clearance also applies to all areas providing access to the loading berth.

(c) Location. A loading berth shall not be located on the front of the building, except when entirely located within the building and the access door is integrated into the overall design of the building. A loading berth shall not be located within a required side yard setback area. A loading berth shall not be located within a public road right-of-way or interfere with the intended use of a public road right-of-way. A loading berth or access to a loading berth shall not interfere with onsite traffic or pedestrian circulation or on-site parking.

Exhibit 17-6. Dimensions of loading berths by type

Type	Minimum width	Minimum length	Minimum overhead clearance
Small berth	10 feet	25 feet	14 feet
Large berth	12 feet	50 feet	14 feet

(d) Surfacing. A loading berth shall be hard surfaced (e.g., pervious concrete, asphaltic concrete, pavers, or similar product). If it is not possible to hard surface a loading berth between November 1 and April 1, the city building inspector may issue an occupancy permit provided the property owner and zoning administrator enter into a written agreement that requires completion no later than June 1.

Exhibit 17-7. Minimum number of loading berths

Floor area	Minimum number of loading berths
6,000 to 12,499 square feet	1 small berth
12,500 to 24,999 square feet	2 small berths
25,000 to 39,999 square feet	1 large berth
40,000 to 99,999 square feet	2 large berths
100,000 square feet or more	2 large berths plus 1 large berth for each additional 80,000 square feet over 100,000 square feet

(e) Marking. A loading berth shall be clearly marked.

(f) Use. A loading berth shall only be used for loading and unloading of vehicles.

(g) Drainage. A loading berth shall be graded for proper drainage.

(h) Outdoor lighting. Outdoor lighting for a loading berth shall comply with the requirements set forth in Article 18.

(i) Screening. The reviewing authority may require screening (e.g., landscaping, berm, fence, or any combination) when the use of the loading berth has the potential of negatively impacting adjoining residential uses.

(j) Minimum number of loading berths. Those buildings subject to this section shall provide one or more loading berths as specified in Exhibit 17-7.

11.17.06 Bicycle parking

(a) Generally. Bicycle parking may be provided consistent with the recommended standards contained in Exhibit 17-8.

Exhibit 17-8. Recommended number of bicycle parking spaces

Land use	Number of recommended spaces
Primary or secondary school	10 percent of the number of students, plus 3 percent of the number of employees
College or university	6 percent of the number of students, plus 3 percent of the number of employees
Dorms, fraternities, sororities	1 space per 3 students
Shopping mall	5 percent of the number of required vehicle parking spaces
Office	5 percent of the number of required vehicle parking spaces
Governmental	10 percent of the number of required vehicle parking spaces
Movie theater	3 percent of the number of required vehicle parking spaces
Restaurant	3 percent of the number of required vehicle parking spaces
Manufacturing / industrial	3 percent of the number of required vehicle parking spaces
Other	3 to 7 percent of the number of required vehicle parking spaces

(b) Location. Bicycle parking shall be located in visible and prominent locations near the building entrance and shall be as close, or closer to the entrance than the nearest parking space. Under no circumstance should bicycle parking be more than 100 feet from the building entrance. Where there is more than one building on a site, or where a building has more than one main entrance, the parking shall be distributed to serve all buildings or main entrances. If possible, racks should be protected from the elements by an awning, overhang, or similar covering. Racks shall not be placed so they block the entrance or inhibit pedestrian flow in or out of the building.

(c) Design. Bicycle parking areas should be incorporated into the overall building design, parking lot layout, and pedestrian circulation and coordinated with street furniture (e.g., benches, street lights, planters) when it is part of the overall project.

(d) Accessibility. Each bicycle parking space shall be accessible without moving another bicycle. In most circumstances, a space 2 feet by 6 feet is adequate. When needed, an aisle at least 5 feet wide shall be provided. (Exhibit 17-9)

(e) Lighting. Bicycle parking spaces shall have adequate lighting to promote security and avoid vandalism and theft.

(f) Rack design. Bicycle parking may be provided in floor, wall, or ceiling mounted racks. Racks should meet the following requirements:

- (1) The rack holds the bicycle frame, not just a wheel.
- (2) A U-shaped shackle lock can be used to secure the bicycle to the rack.
- (3) The rack is designed to accommodate a wide range of bicycle sizes, wheel sizes, and types.
- (4) The rack is covered with material that will not chip the paint off of a bicycle that leans against it.
- (5) The rack does not have hazards, such as sharp edges.

The rack is securely fastened to the ground, a wall, or other solid surface.

Exhibit 17-9. Layout of bicycle parking spaces

