

SUB-CHAPTER 2.22
OFF-STREET PARKING

Section

- 14-2.2201. Purpose.
14-2.2202. Off-street vehicle parking.
14-2.2203. Off-street bicycle parking.

14-2.2201. Purpose. The quality of the built environment is largely determined by established parking standards, whereby an overabundance of parking results in costs to a community's character, an increased "urban heat island effect", more polluted runoff, and unnecessary expense. To address these concerns, a well planned and executed parking program accomplished by tailoring standards, managing demand and improving parking facility design, is critical to ensure a more human-scale environment which emphasizes parking efficiency. The purpose of this section is to institute standards that represent a more accurate reflection of the local condition and needs, rather than produce a surplus of parking and lots that are only full during the holiday season. (as added by Ord. #12-227, Jan. 2012)

14.2.2202. Off-street vehicle parking.

(1) Off-street parking shall be provided on any lot on which any of the following uses are hereafter established; such space shall be provided with vehicular access to a street or alley and shall be equal in area to at least the minimum requirements for the specific uses as set forth below.

Parking Spaces by Use		
COMMERCIAL CATEGORIES		
Retail Sales and Service	Retail, personal service, repair oriented	1 per 250 sq. ft. of gross floor area
	Restaurants and bars	1 per 150 sq. ft. of gross floor area
	Health clubs, gyms, lodges, meeting rooms and similar uses	1 per 50 sq. ft. of gross floor area
	Continuous entertainment, such as arcades and bowling alleys	1 per 50 sq. ft. of gross floor area
	Temporary lodging	1 per room, plus above for meeting rooms and restaurants. For administrative offices see below based on their sq. ft.
	Theatres, churches and other places of assembly (including funeral parlors and mortuaries)	1 per 35 sq. ft. of gross floor area of auditorium or 1 per 9 ft. of bench area
Office	General office	1 per 300 sq. ft. of gross floor area

Office	Medical/dental/veterinarian office	1 per 300 sq. ft. of gross floor area
	Services with little to no walk-in trade	1 per 500 sq. ft. of gross floor area
Vehicle Servicing		1 per 250 sq. ft. of gross floor area, plus 4
Automobile Sales		1 per 250 sq. ft. of gross floor area, plus 4
Gasoline/mini-mart station		2 per gas pump island, plus 1 per 350 sq. ft. of gross floor area
Conveyor-type Automatic Automobile Washing		1 stack-up space per 5 ft. of conveyor tunnel. Must not limit ingress or egress to site
Coin-operated Automobile Washing		1 per washer bay. Must not limit ingress or egress to site
INDUSTRIAL CATEGORIES		
Manufacturing and Production (including Wholesale Sales, Railroad Yards)		1 per 750 sq. ft. of gross floor area
Warehouse and Freight Movement		1 per 750 sq. ft. of gross floor area for the first 3,000 sq. ft. of gross floor area, plus 1 per 3,500 sq. ft. of gross floor area thereafter
INSTITUTIONAL CATEGORIES		
Hospital/Medical Centers		1 per 2.25 hospital beds
Nursing Home		1 per 3.5 patient beds
Library		1 per 125 sq. ft. of gross Floor area
Religious institutions		See gross assembly above
Schools	Kindergarten, day school, elementary, middle, junior high schools (public or private)	1.75 per 3 teachers and employees, plus 1 for each 150 sq. ft. of seating area (including aisles) in any auditorium or cafeteria intended to be used as an auditorium

Schools	High school	10.5 per classroom
	Day Cares	1 per 330 sq. ft. of gross floor area
	Colleges	1 per 400 sq. ft. of gross floor area, exclusive of dormitories, plus 1 per 2.6 dorm rooms
RECREATIONAL CATEGORIES		
Country Club/Private Club		1 per 350 sq. ft. of gross floor area, plus 1.25 per hole for golf course, 1.5 per tennis court and .75 per 100 sq. ft. of surface for swimming pools.
Commercial Outdoor Recreation		30 per acre of site
Recreational Area for Residential Subdivision		.75 per 150 sq. ft. of water area for swimming pools, 1.75 per tennis court and .75 for 12 feet of benches (soccer field, etc.)
RESIDENTIAL CATEGORIES		
Single-family, multi-family and mixed-use		2 per dwelling
Boarding and Rooming House		1 per lodging unit
Group Living		1 per 4 residents

In the urban core of a mixed-use district, on-street parking will count toward the parking requirement. In the case of a shopping center (i.e., a group of commercial establishments planned, developed and owned, and managed as a unit, with off-street parking provided on the property), shared parking shall be allowed. In such cases, the amount required may be reduced to a ratio of one space per 275 square feet of gross floor area. For those who wish to reserve a certain proportion of that parking to their particular use, no more than 1 parking stall per 1,000 square feet of gross floor area may be provided.

(2) The planning commission may approve a parking reduction:

- a. By up to five spaces for each car-share vehicle where an active car-sharing program is made available to residents and/or employees;
- b. Where cars for the car-share program are available on the site or within an 800 feet walking distance of the site; and,
- c. For office, industrial and institutional uses, where there are more than 20 parking spaces on site, car-share/carpool parking will be allowed, subject to:
 1. Five spaces or five percent of the parking on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays;
 2. The spaces must be closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use; and,
 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.

(3) For parking areas on sites being redeveloped and for which the applicant can demonstrate that the number of parking spaces that could be constructed in compliance with the provisions of this section would not comply with the number of parking spaces required by this code, the planning commission may authorize a reduction of up to 10 percent in the required number of parking spaces.

(4) If vehicle parking space required above cannot be reasonably provided on the same lot on which the principal use is conducted, the planning commission may permit such space to be provided on other off-street property, provided such space lies within eight hundred (800) feet of the main entrance to such principal use. Such vehicle parking space shall be deemed to be required open space associated with the permitted use and shall not thereafter be reduced or encroached upon in any manner.

(5) No residence district lot or street shall be used for the parking or open storage of any bus, taxi, construction equipment, farm equipment, trailer or truck larger than $\frac{3}{4}$ (three-quarter) ton net load capacity, exclusive of actively used private recreational vehicles or trailers and except for the purpose of the immediate servicing of adjacent property.

(6) Parking spaces: Each parking space shall be a minimum of one hundred seventy-one (171) square feet in area. Such spaces shall be designated by painted lines or curb markers. Parking spaces shall be a minimum of nine and one-half (9-1/2) feet in width and eighteen (18) feet in length. Areas reserved for motorcycle parking must be a minimum of four (4) feet in width by eight (8) feet in length and be identified or designated through the use of signage or pavement markings. Parallel parking stalls shall be a minimum of ten (10) feet in width and twenty-two (22) feet in depth. In any determination of parking required as set forth in this section, where the resultant figure contains a fraction one-half (1/2) or more shall be counted as one (1) parking space.

a. Accessible parking: Accessible parking for typical spaces shall be a minimum of thirteen (13) feet in total width and, when van accessible, sixteen (16) feet in width. These spaces shall be designed to include (i) eight (8) feet in width dedicated to parking and (ii) five (5) feet in width dedicated to an access aisle, when typical, and eight (8) feet when van accessible. All spaces shall be a minimum of eighteen (18) feet in length. Accessible parking spaces shall be conveniently located to building entrances and meet ADA standards for accessible design in compliance with the International Building Code, latest edition adopted, and any amendments adopted thereto. The total number of accessible parking spaces provided shall be in accordance with the following table (see Exception (1) for hospital outpatient facilities and (2) for rehabilitation facilities and outpatient physical therapy facilities):

Minimum Number of Accessible Parking Spaces			
Total # of Parking Spaces Provided	Typical	Van	Total Required
1-25	0	1	1
26-50	1	1	2
51-75	2	1	3
76-100	3	1	4
101-150	4	1	5
151-200	5	1	6
201-300	5	2	7
301-400	6	2	8
401-500	7	2	9
501-1000	****5/6	***1/6	2% of total

1001+	****5/6	***1/6	20, + 1 for each 100, or fraction thereof, over 1000
*Exception (1)	****5/6	***1/6	10% of total
Exception (2)	**5/6	***1/6	20% of total
* Hospital outpatient facilities			
** Rehabilitation facilities and outpatient physical therapy facilities			
***1 of every 6, or fraction of 6, shall be van			
****5 of every 6, or fraction of 5, shall be typical			

Each accessible parking space shall be identified by an above grade sign, with the international symbol of accessibility mounted high enough (five (5) feet minimum for typical spaces and seven (7) feet for van) to be visible when a vehicle is parked. Van accessible parking spaces shall include a sign stating such and shall be placed below the international symbol of accessibility. The current fine for unauthorized (or improper) parking in an accessible space, as authorized by the state of Tennessee, shall be identified on all signs. In addition to an above grade sign, the pavement shall also be identified with the international symbol of accessibility.

b. Minimum width of aisles and back-up areas: The minimum width of parking lot aisles shall be as follows:

Traffic Circulation	Parking Angle	Aisle Widths
One-way traffic	90 degree parking	18 feet
	60 degree parking	12 feet
	45 degree parking	10 feet
	30 degree parking	10 feet
Two-way traffic	90 degree parking	25 feet
	60 degree parking	20 feet
	45 degree parking	20 feet
	30 degree parking	20 feet

c. Parking Garages: Parking structures can be either single-level garages with ground-level parking beneath the upper levels containing habitable floor area, or multi-level garages with ramps leading to at least one elevated parking deck. Parking structures are significantly more expensive to build than surface parking lots, are commonly used in urbanized areas, and are expected to spread to corridors and centers as the price of land increases. Additionally, parking structures are more efficient than surface parking and facilitate a compact urban form. They screen the view of parking areas and, when designed properly, can be more attractive than a surface parking lot. The following standards shall apply to the design of all structured parking:

1. Must comply with the minimum setback for principal structures in the zoning district in which they are located;
2. Must comply with the maximum height for structures in the zoning district in which located;
3. Must comply with the minimum parking stall dimensions as set forth in Section 14-2.2202, 6), above;

4. Vehicular access shall be designed in a manner that minimizes disruption to pedestrian corridors and the streetscape; and,

5. Minimum vehicle stacking requirements at entry points shall be as follows:

a. *Free flow entries*—meaning an entry into a parking garage without controls, such as attendants or automatic dispensing ticket controls—one (1) vehicle space per entry lane is required;

b. *Automatic ticket dispensing entries*—meaning an entry into a parking garage controlled by a machine dispensing tickets for garage use—two (2) vehicle spaces per entry lane are required;

c. *Manual ticket dispensing entries*—meaning an entry into a parking garage controlled by a person manually dispensing tickets for garage use—four (4) vehicle spaces per entry lane are required; and,

d. *Manual key card entries*—mean an entry into a parking garage controlled by a key card for garage use—two (2) vehicle spaces per entry lane are required.

(7) Minimum site design: To provide for orderly, safe and systematic circulation within parking areas, off-set parking areas shall meet the following general requirements:

a. Except for parcels of land devoted to one (1) and two (2) family uses, all areas devoted to off-street parking shall be so designed and be of such size that no vehicle is required to back into a public street to obtain egress;

b. Where parking is to be provided in the front yard of a commercial office or multi-family development, the parking lot shall be set back a minimum of ten (10) feet from the front property line;

c. Where parking is to be provided in the rear or side yard of a commercial, office or multi-family development, the parking lot shall be set back a minimum of ten (10) feet from the side or rear property line;

d. Driveways shall meet the requirements of the Alcoa Municipal Code;

e. For all commercial and institutional uses, a plan for parking lot and loading areas access shall be submitted to insure that adequate services access for loading and unloading for each structure is available. All turning radii must be adequate for a truck of a minimum of thirty (30) feet in length, without encroaching on any parking spaces or other vehicular lanes or aisles. No service loading space shall be counted for required parking space;

f. Landscaping that does not interfere with the vehicular visibility at access points along the frontage may be installed in the front yard ten (10) foot visibility strip. All development proposals require a minimum of ten (10) foot visibility strip. All development proposals require a minimum ten (10) foot landscaping strip around the rear and side yards of the site, or a permanent commitment of at least ten (10) percent of the gross area of the parcel to landscaped area. A landscaping plan which includes at least two, two (2) inch caliper trees for every four thousand (4,000) square feet of paved area shall be submitted to the city;

g. Landscaped islands of five (5) feet in width and 18 feet deep shall be installed between every 15 parking spaces and parking stalls terminated with islands of same dimension. In the event of usage of the islands for stormwater management, landscaped islands may be required to exceed five (5) feet in width and may be grouped into areas, as approved by city staff; and,

h. A continuous six (6) inch by six (6) inch concrete curb shall be provided for any uncovered parking stall adjacent to a pedestrian walkway, accessway or driveway, landscape planter or street or alley, to ensure that vehicles will not encroach into these areas. Wheel stops are discouraged in favor of concrete curbing;

however, in environmentally sensitive areas where the practice of "sheet flow" is preferable, wheel stops are required and when used shall be installed within two (2) feet of the front edge of the parking stall. (Ord. #338, as amended by Ord. #09-189, Ord. #11-250, Jan. 2011, Ord. #12-227, Jan. 2012, Ord. #16-379, March 2016 and Ord. #19-480, Sept. 2019)

14-2.2203. Off-street bicycle parking. Off-street bicycle parking shall be required at one (1) per 5,000 square feet (or fraction thereof) of gross floor area, unless otherwise reduced by the planning commission based on the proposed use and its need. Single-family dwellings are excluded. Such parking shall be provided by a mounted securable rack, be located in a front (or side) yard (adjacent to the main building), and be visible and easily accessible for public use. The rack placement shall not impede pedestrian movement and shall not cause conflicts between bicycles and pedestrians. (Added by Ord. #11-250, Jan. 2011, as amended by Ord. #14-339, Sept. 2014)