

## **Chapter 22**

# **OFF STREET PARKING AND LOADING**

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### **10-22-1: LOCATION:**

- A. Required Off Street Parking Spaces: Required off street parking spaces (in quantity per section 10-22-6 of this chapter) shall be provided for all zones except DH and GBE (in the DH Zone only residential dwelling units require parking; in the GBE Zone, no additional off street parking is required because parking throughout the zone is shared). Off street parking facilities shall be located on a respective development site(s) unless approved otherwise through a shared parking agreement as may be approved by the Planning Director or his/her designee in conjunction with plan review of a proposed project in accordance with section 10-22-4 of this chapter. Criteria in section 10-24-4 of this title shall be considered by the Council when reviewing any variance request to allow required parking spaces to be located "off-site". All required parking and drive aisle areas located on site must be under the same ownership as the development site served. (Ord. 4281, 9-19-2016)
- B. Extra Parking Spaces: Extra (i.e., nonrequired) parking spaces for a development shall also be provided on site, unless otherwise provided by special covenant agreements and/or cross access easements, which bind any off site/property parking and drive aisle area(s) to the development site, as may be approved by the Planning Division in accordance with section 10-22-4 of this chapter.
- C. Positioning Of Uncovered Residential Parking: If the required parking spaces for a single-family residence (that is not in an RS Zone), or, a two-family dwelling (duplex or 2 unit townhouse) are not located within a covered garage, then the proposed residential structure shall be so positioned and/or constructed so/such that two (2) parking spaces per unit could be developed and covered with a future garage structure built and sited in accordance with the provisions of this title and the City's currently adopted edition of the International Building Code.
- D. Recreational and Hobby Vehicle Storage In Residential Zones: Recreational vehicles, pickups and automobiles, trailers, boat trailers, campers and all other vehicles not in daily use, may be parked off driveways within the front yard setback area of Residentially zoned properties for not more than forty eight (48) hours. Such vehicles, not in daily use, may also be parked within required interior yards in Residential Zones with no time restriction provided they are placed on a

paved surface with a proper driveway, unless screened completely from view from off the property, as stipulated in subsection 10-22-5 D of this chapter. (Ord. 2730; amd. Ord. 3151; Ord. 3805, 7-21-2008)

- E. Storage Of Certain Vehicles In Residential Districts: The storage of generic commercial vehicles and equipment shall not be permitted on any Residentially zoned property(ies), except as follows: 1) one such vehicle under fifteen thousand (15,000) GVWR may be allowed on a residential property as allowed by subsection 10-1-10B4 of this title, or 2) "generic commercial vehicles" stored on a property during the period of actual construction of improvements (e.g., a building) on that same property. (All such vehicles and equipment when involved with onsite construction shall not in any case, however, be kept or stored for more than 1 year on that property.) (Ord. 4190, 7-20-2015)

### **10-22-2: ENLARGEMENT:**

When a building is enlarged in height or in ground coverage, off street parking shall be provided for the enlargement in accordance with the requirements of this chapter and chapter 1 of this title. Nothing in this provision shall be construed to require off street parking spaces for the portion of such building existing prior to May 5, 1971. (Ord. 2730; amd. Ord. 2978)

### **10-22-3: PARKING AREA DESIGN:**

All parking areas, whether public, private or in a parking garage structure, shall be designed, and constructed in accordance with the provisions of this chapter and section 10-1-18, figure 1, "Figure 1 - Minimum Parking Lot Requirements", of this title.

- A. Residential Yard Intrusion(s), Common Driveways, And Required Drive Widths: In any residential district, public or private parking spaces and/or associated back up/drive aisle/maneuvering areas shall not be permitted in any required yard (setback area), except as follows:
  - 1. Required parking spaces and individual, private driveways associated with any detached single-family dwelling on a single property shall be permitted in the required front yard setback area against a side property line in the required side yard setback or allowed to abut an alley edge. Private, individual residential driveways for detached houses, two-unit townhouses or duplexes shall be at least twelve feet (12') wide unless they are/will be longer than one hundred fifty feet (150'), in which case they shall be twenty feet (20') wide unless they are common driveways.
  - 2. Common driveways serving either three (3) or four (4) duplexes or two-unit attached (townhouses) or three (3) or more detached dwelling units shall be at least twenty feet (20') wide. Common driveways shall otherwise comply with standards listed in chapter 27 of this title (including being set back from the nearest side property line that parallels the drive). All driveways longer than one hundred fifty feet (150') shall provide for a turnaround acceptable to the fire department at or near their terminus on the property, as appropriate.
  - 3. Driveways serving residential apartment or condo buildings or groups of such buildings each containing three (3) or more dwelling units (i.e./a.k.a., triplexes, fourplexes, apartments) are hereinafter termed "service drives".
  - 4. Service drives in and around any single building containing three (3) or more units, or any group/complex of buildings each containing three (3) or more units (e.g., a six plex), shall be

allowed to cross required yard (setback) areas when they provide linkage between a parking area and a street or alley.

5. Service drives or sections thereof lacking parking spaces to either side shall be at least twelve feet (12') wide when designed to move traffic in a one-way direction.
  6. Service drives or sections thereof lacking parking spaces to either side shall be at least twenty feet (20') wide when designed to move traffic in two (2) ways.
  7. Service drives or sections thereof that have parking spaces to either or both sides shall be as wide as required by section 10-1-18, figure 1, "Figure 1 - Minimum Parking Lot Requirements", column c, "Parking Bank Width", of this title.
  8. Service drives or sections thereof lacking parking spaces to either side shall be at least twenty feet (20') wide if and when longer than one hundred fifty feet (150').
  9. Service drives shall be allowed in lieu of streets in commercial, industrial, or, non-AG, RA, and RS zoned residential subdivisions.
  10. The city council issues a variance approving some amount of intrusion for a drive or parking area into a required yard/setback area. (Ord. 3835, 12-1-2008)
- B. Commercial/Office/University/Industrial Setback/Required Yard Intrusion: In any commercial, office, university or industrial district (or for a commercial, office, university related or industrial development), public or private parking areas (i.e., back up/maneuvering/drive aisle areas) or parking spaces are not and shall not be permitted in any required front yard setback. In any commercial, office, university or industrial district (or for a commercial, office, university related or industrial development), public or private parking areas (i.e., back up/maneuvering/drive aisle areas) or parking spaces are not and shall not be permitted in any required interior or rear yard (setback), except when: (Ord. 4070, 10-7-2013)
1. Two (2) or more properties are combined into one development site project in which case no intervening setback/landscaping areas shall be required; or (Ord. 3835, 12-1-2008)
  2. Those parking areas or spaces abut an alley, provided that said parking areas, structures or spaces shall comply with the parking diagram respecting configuration (see section 10-1-18 of this title); or (Ord. 3960, 4-4-2011)
  3. Development of an offsite, though perhaps abutting or adjoining, parking area is provided for a property. (As noted in subsection 10-22-1A of this chapter, the planning director or his/her designee, as appropriate, may grant approval for a shared or mixed parking arrangement per section 10-22-4 of this chapter.) The permission of an adjoining property owner(s) to be on an adjoining property howbeit under different ownership, management or control from the development site and a cross access easement approved by that property's owner must also be obtained. In such cases, connecting drive aisles shall be allowed to cross any intervening property line.

Landscaping around the parking area/lot on the original development site itself shall still be required per standards in this chapter and chapter 33 of this title. The off-site parking area must also otherwise comply with zoning setbacks and landscaping requirements applicable to that particular property.

4. Access, service or other driveways (required to provide access to parking areas from streets, alleys or other drives) shall be allowed to cross or travel through interior yard setback areas. As noted above, required front yard setbacks shall not be otherwise intruded in by service drives, parking spaces or parking space back up/maneuvering areas except by variance approval by the City Council.
5. The Nampa City Council issues a variance approving some amount of intrusion into a required setback area.

C. Further Service/Access Drive(s) Regulations:

1. Groups of three (3) or more parking spaces (except in conjunction with single-family on a single lot or parcel) using/sharing a service drive shall be arranged such that no backing movement or other maneuvering of a vehicle within or onto an arterial or collector street, other than an alley, will be facilitated/required of vehicle drivers using those spaces.
2. No vehicle maneuvering/back up area shall be allowed within a required interior yard (setback) area.
3. Service/access drives including driveways may cross/run through interior yard setback areas.
4. Service drives shall be designated and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians and vehicular traffic on the site.
5. In no case shall two-way and one-way service/access drives (those or those sections lacking parking to either side of them) be less than twenty feet (20') and twelve feet (12') wide respectively. Service drives, or portions thereof, that also function as backup/maneuvering areas behind designated parking spaces may be required to be wider than twenty feet (20') or twelve feet (12'). Their minimum widths shall be in accordance with minimum linear foot width requirements listed in section 10-1-18, figure 1, column d, "Traffic Aisle Width", of this title.

- D. Excess Areas: Public parking areas provided in excess of the requirements of this section or as a permitted use shall be designed and laid out in conformance to section 10-1-18, figure 1, of this title. (Ord. 3835, 12-1-2008)

#### **10-22-4: COMMON/SHARED PARKING FACILITIES AND OFF-SITE PARKING ALLOWANCE:**

In the case of determining the number of required parking spaces for mixed uses (e.g., a shopping center, office complex, etc.), or for shared spaces in a multi-structure development (like an apartment complex) the total requirements for off street parking spaces shall be the sum of the requirements for the various uses.

Off street parking facilities for a particular use shall not be considered as providing parking facilities for any other use except under the following conditions: (Ord. 4428, 4-15-2019)

- A. That in either case that documentation provided to the City via the Planning Director or his/her designee demonstrates that there is/are no substantial conflict(s) in/between the principal

operating hours of the structures or uses for which an arrangement of mixed use of off-street parking facilities is proposed.

- B. That in either case the applicant presents to the City via the Planning Director or his/her designee properly drawn legal instruments/agreements to be recorded with the County Recorder, executed by the parties involved in the proposed mixed use of off-street parking facilities. Upon Planning Division approval of proposed shared or joint parking, such instrument(s)/agreement(s) shall be filed with the Planning and Zoning Division.

The Planning Director or his/her designee may authorize the mixed use of parking facilities on a property or abutting property(ies), or the use of offsite parking spaces from a nonabutting/adjoining property under the following circumstances:

1. Up to one hundred percent (100%) of the parking facilities required by this section for primarily "nighttime" uses (i.e., theaters, bowling alleys, bars, restaurants and related uses), may be supplied by other types of structures or uses herein referred to as "daytime" uses (i.e., banks, offices, retail, personal service shops, clothing, food, furniture, manufacturing or wholesale and related uses); or
2. Up to one hundred percent (100%) of the parking facilities required by this section for primarily "daytime" uses may be supplied by primarily "nighttime" uses; or
3. Up to one hundred percent (100%) of the parking facilities required by this section for a church or for an auditorium incidental to a public or parochial school, may be supplied by the off-street parking facilities provided by uses primarily of a "daytime" nature; or
4. Some portion of the required parking facilities (spaces) for any particular use not listed in subsections B1 through B3 of this section may be accommodated by another property within three hundred feet (300') of the property lines of the site whereto the parking is linked provided that:
  - a. The offsite parking area(s) is/are at least paved and properly striped; and
  - b. That the offsite parking area(s) proposed to be "borrowed" from serve(s) as/is "extra" (i.e., a quantity above and beyond the minimum number required) parking for another property/use; and
  - c. That the offsite parking area(s) proposed to be "borrowed" is used by another user whose operating hours are such that shared parking could be synchronized so as to not reduce below the minimum threshold the number of spaces available to the "donor" property/use intending to provide the extra parking. (Ord. 2730; amd. Ord. 3151)

- C. That all parking in the GBE Zoning District is common and shared among district land uses. (Ord. 4281, 9-19-2016)

## **10-22-5: PARKING AREA IMPROVEMENTS AND PLANS:**

Parking spaces in the City shall be striped.

- A. Plans: Required parking plans as noted below shall be in/to scale (e.g., 1" = 10'/20'/30'/40'/50'/60').
- B. Site Plan Depicting Parking Plan: A plan of any proposed parking area or lot associated with a building project for which a building permit is required shall be submitted with the building permit to the City Engineer when the building permit is applied for. When new or additional parking area

is to be constructed or reconstructed (as opposed to just restriped) outside the authority granted by the issuance of a building permit, then a site design permit shall first be obtained from the City Planning Department.

- C. Site Improvement Permit: A site/landscape development plan shall be submitted with the application for the permit to the City Building Department with a copy to the City Planning and Zoning Department and to the City Engineer prior to actual development. The plan shall indicate the proposed design including location, size, shape, design, curb cuts, lighting, landscaping, drainage, and construction details, accessible spaces and ramps along with any other features and appurtenances deemed necessary by the City Engineer. The City shall have thirty (30) days to process the permit. Upon issuance of the permit, development plans may be executed. Any improvements in the right-of-way, including curb and gutter, sidewalk, driveway approaches or cuts in existing curbs, etc., shall require application for an issuance of a right-of-way permit from the City Engineer's Office prior to actual construction. The permit fee shall be set/established by Council resolution. The permit shall be valid for a period of six (6) months unless extended by consent of the Planning and Zoning, and Engineering Departments.
- D. Surfacing: In any zoning district, all areas where any kind of vehicles may/will traverse, be parked or stored (e.g., new principal/primary residential driveways, drive aisles and/or service drives, private or public roads, display areas, drive-throughs, loading dock areas, parking lot areas, parking pads, turnaround areas, vehicle storage areas, etc.), emplaced subsequent to April 11, 2011, shall be required to be paved (via asphalt or concrete) except secondary/auxiliary residential dwelling unit driveways and/or parking pads for recreational vehicles, and, certain parking lots as noted hereafter:
  - 1. Certain Permanent Parking Lots Temporarily Exempted: Permanent parking lots may be initially established in the City without having to be paved, striped or even landscaped for a time, but only in accordance with the following conditions/situations:
    - a. That the parking lot is approved to be temporary (as allowed and regulated by subsection 10-1-12A15 of this title); and that the parking lot is covered with gravel or oiled, recycled asphalt as approved by the City Council; or
    - b. That the parking lot is developed as a public facility by the City of Nampa upon special approval through vote of the City Council;  
  
However, this allowance shall not apply to any property whereupon:
      - a. The proposed use associated with a parking lot is subject to building and site design standards review.
  - 2. Certain Permanent Parking Lots Exempted: Certain types of permanent parking lots may be established in the City without having to be paved, striped or even landscaped, but only in accordance with the following conditions/situations:
    - a. That the parking lot is used or intended for use by/for vehicle salvage/wrecking yard areas, and/or used by/regularly parked on by semitrucks or other trucks of equivalent GVW (gross vehicle weight unloaded) heavy or construction/mining type vehicle/machinery or RV storage lots (within storage unit complexes or subdivisions or as stand-alone commercial ventures) and/or are used as contractor's storage yards in which case:
      - (1) The parking lot shall be completely enclosed/screened from view from any abutting public right-of-way (unless the parking lot serves as a loading/unloading area for

trucks or a sales display area for semitrucks). The fencing used to screen from view the parking areas shall not be within, but rather shall be "behind" (when viewed from off the property/from abutting street, etc.) any required yard/setback area(s) as required by subsection 10-1-8E of this title.

3. **Directional Arrows And/or Crosswalks:** The Planning Director or his/her designee may require emplacement of painted directional arrows and/or pedestrian/accessible crosswalks for new development sites as part of their parking lot/service drive/drive-through lane planning and development/"build-out".
  4. **Unlawful To Park On Grass:** It is and shall be unlawful for persons or parties to park vehicles for more than seventy two (72) hours on the grass on properties in Residential Zones off of a driveway/parking pad (e.g., in their front yard area) if a hard surfaced driveway exists on the same property for them to park their vehicle(s) upon. Vehicles shall not be parked on grass (including required landscape setback areas) in all other zones save for limited protrusions as allowed by the Director or his/her designee for automobile sales lot car display pads located in Commercial or Industrial Zones, as noted in subsection 10-33-4A1d of this title.
- E. **Traffic Control Devices:** All traffic control devices such as parking stripes designating car stalls, directional arrows or signs, curbs and other development shall be installed and completed as shown on approved plans. Hard surfaced parking areas shall use paint or similar devices to delineate car stalls and directional arrows. Where pedestrian walks are used in parking lots for the use of foot traffic only, they shall be curbed, and raised six inches (6") above the lot surface and made wheelchair accessible or painted crosswalks shall be provided. All driveways, vehicle display areas, off street parking areas and public off-street parking areas and public off-street areas shall be hard surfaced with a minimum of two inches (2") thickness of asphalt or concrete. Broken up areas of asphalt or concrete may be required to be replaced, patched or slurry sealed over by the Planning Division.
  - F. **Parking Area Dimensions:** Dimensions of off-street parking areas shall be not less than as shown in section 10-1-18, figure 1 of this title.
  - G. **Landscaping:** Emplacement of landscaping along collectors and arterials is/shall be required and shall comply with applicable regulations contained in chapter 33 of this title. Landscaping shall also be emplaced in and around parking lots according to the regulations listed hereafter in this chapter.
  - H. **Form Of Screening:** Screening in the form of either a solid masonry wall, architectural fences or dense coniferous hedges shall be erected or planted and maintained to a height of not less than five feet (5') nor more than six feet (6') where a "commercial" parking lot shares a common boundary/abuts up with any Residentially zoned property.
  - I. **Lighting for Parking:** Lighting of areas provided for off street parking shall be so arranged to not constitute a nuisance or hazard to passing traffic and where said lots share a common boundary with any Residentially zoned property. Illuminating devices provided for nonresidential off-street parking shall be shuttered and directed so that the light shines away from or otherwise impacts as minimally as reasonably possible adjoining residential property.
  - J. **Parking Lot Landscaping Development Standards:** All parking areas shall include landscaping as stipulated in this chapter.

1. Size Of Plantings: Right-of-way, setback and fencing or screen plantings that have a mature size consistent with vehicular and pedestrian traffic visibility needs shall be used (see "vision clearance" definition in section 10-1-2 of this title).
2. Maintenance Needs of Plantings: Consideration shall be given to maintenance needs including feeding, pruning, spraying, irrigation, necessary replacement frequency, and applying new rules, regulations, or policies that do not conflict with commitments applicable to the property as set forth within any duly executed agreement.
3. Parking Lot Development in Phases: If a parking lot is going to be developed in portions or phases, then landscaping shall extend to the extent of the proposed paving work per phase.
4. Reconstruction of A Parking Lot: When a parking lot is expanded or torn up and then reconstructed (as opposed to being just resealed/slurried and/or striped) only the parking lot area itself (i.e., that part being renovated) shall be improved to meet current code(s). This shall require that landscaping and ADA parking be emplaced in and/or around the parking area such that the parking area complies with this chapter and chapter 33 of this title including the fifteen foot (15') wide landscaping strip noted in subsection 10-1-6C4 of this title.

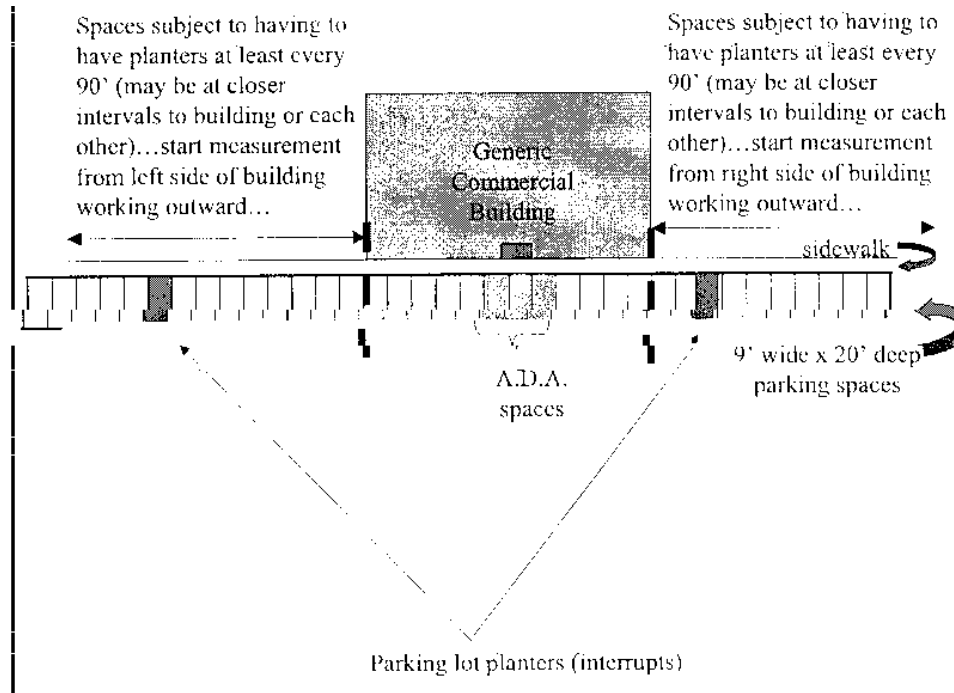
In addition, any engineering, water, wastewater or fire division/department improvement requirements shall apply to the "new" parking area. For example, such things including, but not limited to, curbing, gutter, sidewalk, downtown business district street amenities, curb cuts, drainage features, etc., shall all be improved or emplaced as part of the refurbishment of the parking area as required by the city. A site design permit shall be required of an applicant and reviewed by the city (as specified in this chapter) to ensure correct execution of this requirement unless the parking lot is being renovated because of concurrent interior structure remodeling occurring, or slated to occur, on the same property. In the case of parking simply being restriped (whether a slurry seal is used or not), the parking shall be arranged to comply with section 10-1-18, figure 1 of this title, but need not be landscaped.

5. Property Line Plantings: Exterior/perimeter planting along property lines shall be as follows:
  - a. Exterior planters around the perimeter of a parking lot shall be as wide as required by corridor regulations or zoning district yard setbacks whichever is more restrictive or provides for the best matching of landscape strip lines in the area as determined by the planning director.
  - b. Perimeter landscape shall be landscaped. Landscape areas shall not be left in or with bare dirt, weeds, gravel or devoid of vegetation (i.e., grass, shrubs, trees, etc.).
  - c. All landscaping shall be irrigated. New developments shall use underground irrigation. Existing sites being updated/renovated to meet code(s) may use domestic water with an approved landscape meter and approved backflow device. Consult Nampa water division regarding the latter option.
6. Interior Parking Lot Planters: Interior parking lot planters (with curbed surrounds) are required as visual landscaping interruptions in parking rows/banks.
  - a. Landscape Planter Spacing: Interior parking lot planters shall be located at intervals not to exceed ninety feet (90') within each parking bank except for any parking bank/row located immediately fronting/against any principal commercial or industrial (termed commercial collectively) building on a property and between the limits/span of its exterior



side walls, for which such placement is optional.

If a parking bank that abuts the front entry area of such a building extends past the outside walls of the building, then planters shall be required where any continuous ninety foot (90') parking space intervals are found past the building walls. Refer to the following illustration:

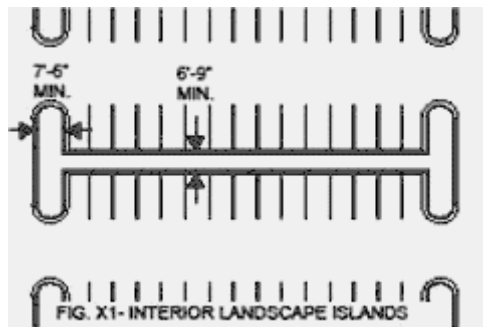


- b. **Parking Bank Interrupt Style Landscape Planters' Content(s):** Each single interior interrupt style planter shall contain one 1.5-inch caliper deciduous shade tree as may be selected by the developer or property or project manager or owner, provided such tree(s) will grow on/from a single trunk and be at least fifteen feet (15') tall at maturity (see "Image (Example #1)" of this section). Interior parking lot planters shall also contain some combination of decorative rock and/or shrubbery and/or lawn and/or bark.
- c. **Landscape Planters' Dimensions:** Interior planters shall be of equivalent size, dimensions and angle of the parking stalls that surround them in the same parking bank. For example, if located in a single row of ninety degree (90°) oriented parking spaces that are nine feet (9') wide by twenty feet (20') deep/long, a landscape planter would also need to be nine feet (9') wide and twenty feet (20') deep.

Where two (2) parking rows adjoin each other "head to head", back to back planters may be situated, or they may be separated. If placed back to back in, for example, a pair of ninety degree (90°) oriented parking rows, then the resulting planters would likely appear to be a single nine foot (9') wide by forty foot (40') deep/long planter.

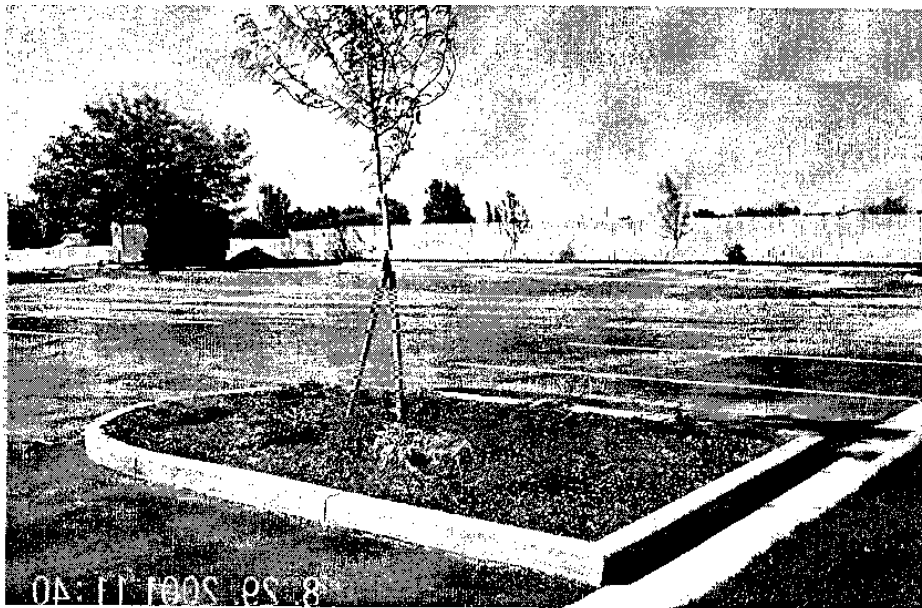
- d. **Exception:** In lieu of parking bank interim interrupt style planters, landscape strips as detailed in figure X1 of this section may, instead, be emplaced between doubled parking banks. Within such landscape strips (when used), three-inch (3") caliper deciduous

shade trees from the species listed in section 10-33-4, table 33-4 of this title shall be planted every forty feet (40') on center running laterally through the strip.



- e. Drainage Channel: A one-foot (1') cutout (preferred) or six (6) to eight foot (8') culvert pipe (less preferred) may be used at the end of or within a parking planter's abutment against a curb or other barrier in order to facilitate site drainage (e.g., stormwater flow across a parking lot into a drain). (See "Image (Example #1)" of this section.)

IMAGE (EXAMPLE #1)



- f. Planters' Contribution to Parking Lot Landscaping: At least five percent (5%) of a parking lot area (i.e., area devoted to parking stalls and maneuvering/backup/service drive(s)) shall be landscaped in/around the same. The area(s) of interior parking lot planters as well as any immediate perimeter landscaping (e.g., that lies immediately around, abutting, or within required setback/yard areas) shall count toward providing the five percent (5%).

g. Landscaping Irrigation, generally: All landscaping emplaced in conjunction with new development shall be irrigated with an underground sprinkler system. Said system will be designed to minimize watershed onto adjoining public right(s) of way. Properties being renovated and/or upgraded to meet site development codes may utilize either underground or some kind of aboveground system (e.g., watering with hose).

K. Bicycle Parking: Where provided, bicycle parking shall conform to the design guidelines specified in Nampa's Bicycle and Pedestrian Master Plan Guidelines 5.5 and appendix 5.0. Racks shall support a bicycle at two (2) points and be permanently secured to a nonpermeable surface. Racks (or spaces containing a bike rack) shall be located within fifty feet (50') of the main entrance of the building(s) which they serve, shall provide at least four feet (4') of clear space around their perimeter, and otherwise, shall not obstruct pedestrian movement. It is recommended that there be one bicycle parking space for each ten (10) required automobile parking spaces. For multi-family residential, one space per dwelling unit is recommended. (Ord. 2730; amd. Ord. 2978; Ord. 3247, 8-4-2003; Ord. 3383, 10-4-2004; Ord. 3805, 7-21-2008; Ord. 3960, 4-4-2011; Ord. 4190, 7-20-2015; Ord. 4203, 10-19-2015; Ord. 4207, 10-19-2015; Ord. 4282, 9-19-2016; Ord. 4428, 4-15-2019)

## **10-22-6: SPECIAL PARKING AND LANDSCAPE CORRIDOR DISTRICTS AND SPACES REQUIRED:**

A. Special Parking/Landscape Corridor Overlay District(s): Provision for special parking and landscape corridor overlay districts is hereby established in order to accommodate the need for off street parking ratio and parking and landscape strip design alternatives in specific City areas above and beyond what is normally allowed. Origination of such areas results from various causes including: legal nonconformities in landscape strip, parking area, service drive, landscape area and even setback areas introduced by the City or State doing street improvements (including widening), implementation of special plan studies, enactment of local improvement districts, and so forth.

The following regulations, in addition to the general regulations of this chapter, shall apply to all land classified as being and sited in a P District. If any of the parking or chapter 33 of this title landscape corridor regulations specified in this title differ from the corresponding provisions of this section, the regulations of this section shall govern. (Ord. 3805, 7-21-2008)

1. Nampa/Caldwell Boulevard Special Parking/Landscape Corridor District (P-1):

a. Boundaries: The boundary of the P-1 District is described as follows:

Commencing at the intersection of N. Canyon Street and the Nampa/Caldwell Boulevard on the northwest corner of that intersection and thence northwesterly along the center line of the Nampa/Caldwell Boulevard to the intersection of the Nampa/Caldwell Boulevard and W. Karcher Road then back easterly along the northernmost and rear property lines of each and every lot or parcel having immediate frontage along the Nampa/Caldwell Boulevard to N. Canyon Street then southerly to the intersection of the Nampa/Caldwell Boulevard and N. Canyon Street, point of beginning.

b. Requirements Of The P-1 District: Landscape corridor provision, parking layout/design, parking setback and provision of spaces shall adhere to requirements set forth in section 10-1-18, figure 1 of this title, this section, and section 10-33-4 of this title. Expansion of site/structural improvements or property redevelopment/new construction that would normally require updating of site improvements in accordance with section 10-1-6 of this title shall still be therein required. Exceptions to such standards, where necessitated

because of the property being legally nonconforming, may be allowed without requiring a variance. Structures destroyed by fire or other calamity may be rebuilt within the same footprint as previously occupied by the same but are exempt from having to update site improvements at that time to establish parking in accordance with this chapter. Those properties within the P-1 District whereupon an existing structure is located at or within thirty feet (30') from the back of the sidewalk shall be allowed access off of, and onto, the Nampa/Caldwell Boulevard at any point along their property frontage abutting the same. Thus, drive accesses in such situations may be as wide as the property's frontage.

- c. Federal ADA Restrictions: The provisions of this section shall not be construed as abrogation of Federal ADA regulations. Such shall still be applicable provided that emplacement of handicap parking spaces and signage will not be enforced by the City in the P-1 Zone. (Ord. 3636, 11-6-2006)

2. Garry Boulevard Special Parking/Landscape Corridor District (P-2):

- a. Boundaries: The boundary of the P-2 District is described as follows:

Commencing at the east side of the intersection of N. Grant Street and Garry Boulevard and thence along the centerline of Garry Boulevard to the center of the overpass at the interchange (exit 38) and including in the same each and every lot or parcel having immediate frontage along the Garry Boulevard on either side of the same at the time of the passage date hereof. (Ord. 3805, 7-21-2008)

- b. Requirements of the P-2 District:

- (1) Landscape corridor provision, parking layout/design, parking setback and provision of spaces shall adhere to requirements set forth in section 10-1-18, figure 1 of this title, this section, and section 10-33-4 of this title; and,
- (2) Expansion of site/structural improvements or property re-development/new construction that would normally require updating of site improvements in accordance with section 10-1-6 of this title shall still be required for properties within the P-2 District. Exceptions to such standards, where necessitated because of the property being legally nonconforming, may be allowed without requiring a variance. Structures destroyed by fire or other calamity may be rebuilt within the same footprint as previously occupied by the same but are exempt from having to update site improvements at that time to establish parking in accordance with this chapter; and,
- (3) Private properties within the P-2 District that have frontage abutting Garry shall install but four feet (4') of landscaping along Garry when such is required to be emplaced instead of twenty feet (20') or other metric as determined by a zone. (Ord. 4428, 4-15-2019)

- c. Federal ADA Restrictions: The provisions of this section shall not be construed as abrogation of Federal ADA regulations. Such shall still be applicable provided that emplacement of handicap parking spaces and signage will not be enforced by the City in the P-2 Zone. (Ord. 3805, 7-21-2008)

- B. Number of Spaces Required: The number of off-street/on-property (site) parking spaces required and/or provided for land and structure uses shall be no less than as set forth as follows for all zones save the DH and GBE Districts. Where fractional number results, round to the next

highest whole amount. Thus, 2.6 spaces needed for a project means that three (3) spaces are/will be actually required.

<b>Property's/Structure's Principal Use Type</b>		<b>Parking Spaces Required</b>
Barber and beauty shops		1 per 75 square feet of gross floor area
Churches, clubs, lodges		1 per every 4 fixed seats or every 8 feet of bench length or every 28 square feet
Dwelling, single-family		2 per dwelling unit on a single property (note: At least 1 space shall be covered or covered and enclosed in RS zoned areas)
Dwelling, (to be) converted into a commercial business/office		Shall be in accordance with other requirements in this section (e.g., for small item retail 1 per 250 square feet of net floor area) or the maximum number of parking spaces that will/can be made to fit on the property without needing to obtain a variance, whichever standard is less restrictive
Dwelling, two-family or multiple		2 per dwelling unit (plus 1 extra per building [for use as an ADA space] when a fourplex or higher density residential building is served/developed) by itself on a property; when ADA parking is to be commonly shared amongst 2 or more properties in the same development, ANSI code shall be used to determine the number of required ADA parking stalls to be provided
Elderly housing		1 per 2 dwelling units
Fraternities, sororities, cooperatives and dormitories		1 for each 3 occupants for which sleeping accommodations are provided
Hospitals		1 per patient bed plus 1 per 400 square feet of office floor area
Hotels, motels, motor hotels, etc.		1 per room
Industrial:		
	General	1 per 500 square feet of gross floor area

	Laboratories and research facilities	1 per 800 square feet of gross floor area
	Machine shop area/repair bay area(s) - when part of, or accessory to, a larger facility	0 required if accessory, otherwise 1 per 500 square feet of gross floor area
	Machinery or equipment sales (not of vehicles) - indoor	1 per 1,000 square feet of gross floor area
	Wholesale and storage buildings/ operations, when employees are never or very infrequently occupying said space	0 required
	Wholesale and storage buildings/ operations, when employees are regularly occupying said space	1 per 700 square feet of gross floor area
Libraries, museums, art galleries		1 per 250 square feet of gross floor area
Mortuaries		1 per 75 square feet of gross floor area used for assembly
Nursing/convalescent/retirement homes, asylums, welfare, correctional institutions		1 per 5 beds plus 1 per regular employee
Offices:		
	Medical offices (e.g., doctor, dental, optometrist, chiropractic, etc.)	1 per 150 square feet of usable/used net floor area
	Standard/professional business/ accessory to industrial use (i.e., all but medically related types)	1 per 300 square feet of usable/used net floor area
Pharmacies		1 per 150 square feet of gross floor area
Recreational, entertainment, amusement establishments:		
	Bowling alleys	6 per lane

	Participating type (e.g., skating rinks)	1 per 75 square feet of gross floor area
	Racquetball, handball	3 per court
	Spectator type - outdoor/indoor (e.g., auditoriums, assembly halls, theaters, stadiums, outdoor bleachers, etc.)	1 per 4 seats
Restaurants, delicatessens, other eateries with sale and consumption on premises:		
	Less than 4,000 square feet in size	1 per 200 square feet of gross floor area
	Over 4,000 square feet in size	20 plus 1 per 100 square feet of gross floor area in excess of 4,000 square feet
Retail:		
	Bulky (e.g., furniture, appliances, mattresses, indoor auto showrooms, carpet stores, etc.)	1 per 600 square feet of gross floor area
	General (e.g., variety, grocery, antique, home and garden improvement, antique stores, etc.)	1 per 250 square feet of net floor area
Rooming or boarding house		1 per room
Schools/learning centers:		
	Elementary	1 per employee and faculty member
	Junior high	1 per employee and faculty member and 1 per 20 students
	Senior high	1 per employee and faculty member and 1 per 4 students
	Colleges, commuter	1 per full time equivalent student and faculty member
	Colleges, resident	1 per 3 full time equivalent students plus 1 for each faculty member
	Vocational/commercial business	1 per full time equivalent faculty member plus 1 per 3 classroom seats

(Ord. 3636, 11-6-2006; amd. Ord. 3805, 7-21-2008; Ord. 4428, 4-15-2019)

- C. Unspecified or Undetermined Uses: Off street parking requirements for buildings and uses not set forth herein and of undetermined use shall be determined by the Planning Director. The Director's determination shall be based upon the requirements for the most comparable building or use specified herein. The Director's decision may be appealed to the commission. (Ord. 3636, 11-6-2006)

**10-22-7: LOADING SPACES:**

Each off street loading space (open air or dock) shall measure not less than thirty five feet by twelve feet (35' x 12') and shall have an unobstructed height of fifteen feet (15') and shall be made permanently available for parking and shall be surfaced, improved and maintained as required in section 10-22-5 of this chapter. (Ord. 4428, 4-15-2019)

- A. Department stores, freight terminals, hospitals, sanitariums, industrial or manufacturing establishments, retail or wholesale stores or storage warehouses or any similar use which has, or intends to have, ten thousand (10,000) square feet or more, shall provide the following truck loading or unloading spaces:

<u>Square Feet Of Aggregate Gross Floor Area</u>	<u>Required Number Of Spaces</u>
10,000 to 15,999	1
16,000 to 39,999	2
40,000 to 65,000	3
Each additional 16,000	1 additional space

- B. Auditoriums, convention or exhibit halls, sports arenas, hotels, office buildings, restaurants or similar uses which have, or intend to have, an aggregate gross floor area of forty thousand (40,000) square feet or more, shall provide the following truck loading or unloading spaces:

<u>Square Feet Of Aggregate Gross Floor Area</u>	<u>Required Number Of Spaces</u>
40,000 to 59,999	1
60,000 to 99,999	2
100,000 to 160,000	3
Each additional 60,000	1 additional space

(Ord. 2730; amd. Ord. 2907)

**10-22-8: MAINTENANCE:**



Maintenance of all areas provided for off street parking and loading shall include removal and replacement of dead and dying trees, grass and shrubs, removal of trash, weeds and other debris. Maintenance shall also include repair of parking and loading surfaces, traffic control devices, signs, light standards, fences, walls, curbs and railing. All areas shall provide for proper drainage of surface water to prevent drainage onto adjacent properties and walkways. Any lights used to illuminate such areas shall be so arranged as to reflect the light away from the adjoining properties. (Ord. 2730)

### **10-22-9: ACCESSIBLE PARKING SPACES, LOADING/UNLOADING AISLES, SIGNS, RAMPS AND ACCESSIBLE ROUTES:**

- A. Standards: Accessible parking spaces, loading/unloading aisles, signs, ramps and accessible routes shall be provided for disabled people in accordance with provisions in the City's currently adopted version of the International Building Code and ICC CABO/ANSI standards whenever new construction is commenced on a nonsingle-family, two-family or three-family project and/or whenever alteration to an existing parking lot or development is made according to provisions in section 10 -1-6 of this title. Accessible facilities shall be administered and enforced by the City Building Division.
- B. Striping and Restriping of Parking Areas; Effect(s) On Handicap Accessible Parking Space Marking:
  - 1. When a multi-residential (4 plus units on 1 site) structure, commercial or industrial business structure, or the City of Nampa, as an entity, resurfaces or paints a new striping pattern onto/over a parking lot containing more than five (5) spaces, it must provide correctly marked accessible parking spaces, clearance, signage and ramps as required by provisions of the appendix for chapter of the International Building Code, this chapter, State law, and ADA standards for accessible design. Painting over old lines as maintenance work or non-slurry seal coating shall not be construed to be "restriping" for the purposes of this section.
  - 2. The color of lines and the accessibility symbol used in conjunction with marking/identifying an accessible space shall be contrasting as defined by Federal law. Within the City of Nampa, the coloration is specifically mandated. Acceptable colors on a gray to black tone asphalt parking lot surface shall be white, yellow or blue in any combination. Upon a cement parking lot area surface, only yellow or blue shall be allowed. (Ord. 3383, 10-4-2004)

### **10-22-10: DRIVE-THROUGH REGULATIONS:**

No drive-up establishment shall be permitted unless the Planning Director or his/her designee finds that design and operation of the establishment is substantially in compliance with the following requirements and conditions:

- A. The waiting lane(s) be of sufficient length so as to prevent site traffic circulation from being disrupted by increased vehicular congestion, blockage, or rerouting caused by the drive-through;
- B. The design, signage or operational characteristics of the establishment prevent or discourage vehicles from waiting for service on public sidewalks or streets;
- C. Drive-through waiting lanes be designed so that curbs, gates or other devices do not prevent a vehicle from leaving them. A ten foot (10') wide unobstructed emergency escape lane or area shall be provided adjacent and adjoining a drive-through lane starting twenty feet (20') past the entry point. If an end of the drive-up lane splits into multiple lanes, then the escape lane shall

follow the outer side of the lane farthest from the drive-up facility. Thus, in such a situation, multiple escape lanes are not required at the diversion point;

- D. All lights and other illuminated materials/signage shall be screened to prevent lighting and glare from falling on adjoining Residentially zoned or used property;
- E. The nearest edge of a drive-through lane is set back ten feet (10') from the nearest and adjoining Residentially zoned, or used, property unless required to be further displaced according to zoning district setback regulations pertaining to the property, whereupon the drive-through to be emplaced, are more restrictive. The Planning Director may vary the setback requirements to lessen the impact of sound, exhaust, or other disturbance to the residential area as appropriate. Areas of commercial sites with existing natural or manmade barriers or screens or lengthy distances separating them from residential areas or uses are preferable for development of drive-through areas;
- F. A drive-through lane is clearly marked with devices such as cones, signs or painted lines;
- G. Any parking spaces lost in a parking lot covered by a drive-through associated with a detached business on a "pad" site do not reduce the total number of available parking spaces for the principal business(es) on the same or associated site/property below the minimum number required for them. (Ord. 2730; amd. Ord. 3077)