

Chapter 9. Off-Street Parking and Loading

Section 9.01 General

9.01.010 Authority

The provisions of this Chapter are adopted pursuant to Texas Local Government Code Chapter 211 and the City Charter.

9.01.020 Purpose

Off-street parking and loading requirements are established to ensure that all developments within the city provide adequate and reasonable parking necessary to serve the development or use.

9.01.030 Applicability

A. New Development

The off-street parking and loading standards of this Section apply to any new building constructed and to any new use established.

B. Expansions and Alterations

The off-street parking and loading standards of this Section apply when an existing structure or use is expanded or enlarged. Additional off-street parking and loading spaces will be required only to serve the enlarged or expanded area, not the entire building or use.

C. Change in Use

The requirements of this Chapter apply to any development, building or structure that undergoes a change in use from its current use category to a different use category, as described in Section 16.03.

9.01.040 Timing of Installation

Required parking spaces and drives will be ready for use and approved by the Director prior to issuance of a Certificate of Occupancy.

Section 9.02 Parking Requirements

The following requirements for off-street parking are established.

9.02.010 No Reduction Below Requirement

Existing parking and loading spaces may not be reduced below the requirements established in this Section without approval of an Alternative Parking Plan by the Director. Any change in use that increases applicable off-street parking or loading requirements will be deemed a violation of this Code unless parking and loading spaces are provided in accordance with the provisions of this Section.

9.02.020 Maximum Above Requirement

If parking is provided in excess of 100 percent of the parking spaces required in the Off-Street Parking Requirements Table, landscaping and tree canopy area shall be provided

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equivalent to 25 percent of the parcel's impervious cover notwithstanding the requirements of Table 8.02.010.

9.02.030 Off-Street Parking Requirements

A. Off-Street Parking Requirements Table

The following Table lists minimum off-street parking requirements by land use category.

Table 9.02.030A Off-Street Parking Requirements*

Use Category	Specific Use	General Requirement	Additional Requirement
Residential Uses			
Household Living	Single-family, detached	2 per dwelling unit	
	Single-family, attached	2 per dwelling unit	
	Two-family	2 per dwelling unit	
	Townhouse	2 per dwelling unit	
	Multifamily dwelling	1.5 per 1-bedroom unit 2 per 2-bedroom unit 2.5 per 2+ bedroom unit	Additional 5 percent of total number of required spaces for visitor use
Group Living	Group home (6 or fewer residents)	2 per dwelling unit	1.5 per 2 employees
	Group homes (7 or more residents)	1 per 2 bedrooms	1.5 per 2 employees
	Nursing or convalescent home	.5 per resident bed	1 per two employees
	Retirement center apartment	.5 per 1-bedroom unit 1 per 2-bedroom unit 1.5 per 2+ bedroom unit	Additional 5 percent of total number of required spaces for visitor use
	All other Group Living	1 per two bedrooms	1.5 per 2 employees
Public and Civic Uses			
Community Service	Community Service	1 per 250 ft ² GFA	
Day Care	Family home day care	Refer to 5.03.030	
	Day care center	Refer to 5.03.030	
	Group daycare home	Refer to 5.03.030	
Educational Facilities	Elementary Schools	1 per classroom	1 per 2.5 seats of maximum seating capacity in any flex space
	Middle Schools	1 per classroom	1 per 2.5 seats of maximum seating capacity in any flex space
	High Schools	10 per classroom	1 per 2.5 seats of maximum seating capacity in any flex space
	All other Educational Facilities	10 per classroom	
Government Facilities	Government Facilities	1 per 250 ft ² GFA	1 per fleet vehicle
Medical Facilities	Hospitals	1 per 4 patient beds	
Institutions	Institutions	1 per 250 ft ² GFA	1.5 per 2 employees
Parks and Open Areas	Neighborhood Parks	Determined by Director	
	Community Parks	Determined by Director	
	Regional and Metropolitan Parks	Determined by Director	
	Linear Parks/Linkages	2 per access point	Additional Determined by Director

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Table 9.02.030A Off-Street Parking Requirements*

Use Category	Specific Use	General Requirement	Additional Requirement
	Golf courses and Country clubs	4 spaces per hole	1.5 per 250 ft ² GFA of accessory use structures
	Cemeteries, Columbaria, Mausoleums, Memorial Parks, and Crematoria	1 per 150 internment plots and 1 per 350 ft ² building GFA	
Passenger Terminals	Airports and Heliports	1 per 400 feet passenger terminal area	1.5 per 2 employees
	All other Passenger Terminals	2 per 250 ft ² GFA	
	Place of Worship with 2000 sq. ft. or less of accessory uses	1 per 3 seats in place of worship	Spaces necessary to accommodate accessory use based on General Requirement for accessory use
	Place of worship with more than 2000 sq. ft. of accessory uses	1 per 3 seats in place of worship	Spaces necessary to accommodate accessory use based on General Requirement for accessory use
Utilities	Major Utilities	1 per facility	1 additional per 250 ft ² GFA; 1 per fleet vehicle
	Minor Utilities	none	
Commercial Uses			
Eating Establishment	Eating Establishments	1 per 75 ft ² of Seating Area including Outdoor Seating Area	
Entertainment	Bar or tavern	1 per 100 ft ² GFA	
	Indoor entertainment activities	1 per 250 ft ² GFA or, 1 per 3 seats for theaters	1 additional per 500 ft ² GFA up to 50,000 ft ² GFA; 1 per 1000 ft ² thereafter, excluding theaters
	Entertainment, Outdoor	1 per 250 ft ² GFA structural area	1 per two seats
Office	Office	1 per 250 ft ² GFA	
	Medical Office Building	1 per 200 ft ² GFA	
Overnight Accommodation	Bed and Breakfast	1 per bedroom	1.5 per 2 employees
	All other Overnight Accommodation	1 per bedroom	1.5 per 2 employees
Parking, Commercial	Parking, Commercial	none	
Retail Sales and Service	Shopping Centers larger than 100,000 ft ²	1 per 225 ft ² net retail floor area	
	All other Retail Sales and Service	1 per 250 ft ² FA for first 20,000 ft ² net retail floor area	1 additional per 500 ft ² FA up to 50,000 ft ² net retail floor area
Self-Service Storage	Self-Service Storage	1 per 250 ft ² office space	
Vehicle Sales and Service	Self-service car wash	2 per facility	Must meet off-street stacking space requirements from this Section.
	Full service car wash	1 per 150 ft ² GFA	Must meet off-street stacking space requirements from this Section.
	Vehicle repair and body shop facilities	5 per service bay	
	Auto service facilities	6 per service bay	
	Vehicle sales, rental or leasing facilities	1 per 500 ft ² GFA indoor facility	1 additional per 1000 ft ² GFA outdoor lot area

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Table 9.02.030A Off-Street Parking Requirements*

Use Category	Specific Use	General Requirement	Additional Requirement
Vehicle Sales and Service	All other Vehicle Sales and Service	1 per 250 ft ² GFA	5 per service bay
Industrial Uses			
Heavy Industrial		1 per 700 ft ² GFA indoor facility, except indoor storage	1 additional per 1000 ft ² GFA outdoor facility; 1 per 2,500 ft ² indoor storage area
Light Industrial Service		1 per 600 ft ² GFA indoor facility, except indoor storage	1 additional per 1000 ft ² GFA outdoor facility; 1 per 2,500 ft ² indoor storage area
Warehouse and Freight Movement	Warehouse and Freight Movement	1 per 500 ft ² GFA indoor facility, except indoor storage	1 additional per 1000 ft ² GFA outdoor facility; 1 per 2,500 ft ² indoor storage area
Waster-Related Service	Waste-Related Service	1 per 250 ft ² GFA	1 additional per 1000 ft ² GFA outdoor facility; 1 per 2,500 ft ² indoor storage area
Wholesale Trade	Wholesale Trade	1 per 300 ft ² GFA indoor facility, except indoor storage	1 additional per 1000 ft ² GFA outdoor facility; 1 per 2,500 ft ² indoor storage area
Other Uses			
Agriculture	Farm stand	2 per facility	
	Kennel	n/a	
Resource Extraction	Mineral Extraction	1 per 300 ft ² GFA indoor facility	1.5 per 2 employees
Downtown Overlay District	Non-Residential Development within Area District 2 of the Downtown Overlay District	<p>Non-Residential Development shall be parked at a ratio of 1 per 500 square feet</p> <p>Residential Development shall be parked consistent with the specifics standards for Residential Uses</p>	

*The required number of parking spaces for uses not listed in the above Table will be determined by the Director.

(Ord. 2005 – 32; 2006-36)

9.02.040 Rules for Computing Requirements

The following rules apply when computing off-street parking and loading requirements.

A. Multiple Uses

Lots containing more than one use must provide parking and loading in an amount equal to the total of the requirements for all uses.

B. Fractions

When measurements of the number of required spaces result in a fractional number, any fraction of ½ or less will be rounded down to the next lower whole number and any fraction of more than ½ will be rounded up to the next higher whole number.

C. Area Measurements

Unless otherwise expressly stated, all square-footage-based parking and loading standards must be computed on the basis of gross floor area, which for purposes of computing off-street parking requirements, shall mean the gross floor area of the building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings and shall include the following areas:

1. The area of each floor of the structure.
2. All attic space used for active commercial space.

D. Occupancy-Based Standards

For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

E. Unlisted Uses

Upon receiving a development permit application for a use not specifically listed in the Off-Street Parking Requirements Table, the Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or require a parking study in accordance with an Alternative Parking Plan.

9.02.050 Alternative Parking Plans

An alternative parking standard may be approved by the Director for specific developments or uses that are deemed to require a different amount of parking than the standards shown in the Off-Street Parking Requirements Table. The Director shall establish conditions necessary to assure the adequacy of future on-site parking when approving an alternate parking standard. Potential alternative parking plan approaches and specific regulations are described below.

A. Parking Study Option

Parking studies may be required for specific uses that have characteristics that reduce the accuracy of standard requirements. Additionally, as an alternative, applicants for uses that appear on the requirements Table may choose to conduct a parking study to determine appropriate parking requirements. Many uses have widely varying parking demand characteristics, making it impossible to specify a single off-street parking standard. This option is intended to allow development to meet vehicle parking and transportation access needs by means other than providing parking spaces on-site in accordance with the ratios established above.

1. Parking Study

Anyone proposing to develop or expand a use based on this parking study option must submit a parking study that provides justification for

the number of off-street parking spaces proposed. A parking study must include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Director, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study must document the source of data used to develop the recommendations.

2. Eligible Alternatives

A number of specific parking and access alternatives may be considered, including off-site, shared or valet parking. The Director shall be authorized to consider and approve any alternative to providing off-street parking spaces on the site of the subject development if the applicant demonstrates to the satisfaction of the Director that the proposed plan shall result in a better situation with respect to surrounding neighborhoods, city wide traffic circulation or urban design than would strict compliance with otherwise applicable off-street parking standards.

3. Review by Director

The Director shall review the parking study and any other traffic engineering and planning data relevant to the establishment of an appropriate off-street parking standard for the proposed use. After reviewing the parking study, the Director shall establish a minimum off-street parking standard for the proposed use.

B. Off-Site Parking

Off-street parking spaces may be located on a separate lot from the lot on which the principal use is located if approved by the Director and if the off-site parking complies with the all of following standards.

1. Ineligible Activities

Off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), restaurants (except in the Downtown Overlay District), convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities shall not be located off-site.

2. Location

No off-site parking space may be located more than 600 feet from the primary entrance of the use served unless shuttle bus service is provided to the remote parking area. Off-site parking spaces may not be separated from the use that it serves by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway is provided, or other traffic control or shuttle bus service is provided to the remote parking area.

3. Zoning Classification

Off-site parking areas serving uses located in Non-Residential Zoning Districts must be located in Non-Residential Zoning Districts. Off-site parking areas serving uses located in Residential Zoning Districts may be located in residential or Non-Residential Zoning Districts.

4. Agreement for Off-Site Parking

In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement will be required. An attested copy of the agreement between the owners of record must be submitted to the Director for recordation on forms made available by the Director. Recordation of the agreement with the Recorder of Deeds must take place before issuance of a Building Permit for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with this Section.

C. Shared Parking

It is the City's stated intention to encourage efficient use of land and resources by allowing users to share off-street parking facilities whenever feasible. Developments or uses with different operating hours or peak business periods may share off-street parking spaces if approved by the Director and if the shared parking complies with the all of following standards.

1. Location

Shared parking spaces must be located within 600 feet of the primary entrance of all uses served, unless remote parking shuttle bus service is provided.

2. Zoning Classification

Shared parking areas serving uses located in Non-Residential Zoning Districts must be located in Non-Residential Zoning Districts. Shared parking areas serving uses located in Residential Zoning Districts may be located in residential or Non-Residential Zoning Districts. Shared parking areas shall require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area.

3. Shared Parking Study

Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the Director that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the Director and made available to the public. It 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 for all uses that will be sharing off-street parking spaces.

4. Agreement for Shared Parking

A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record must be submitted to the Director for recordation on forms made available by the Director. Recordation of the agreement with the Recorder of Deeds must take place before issuance of a Building Permit for any use to be served by the off-site parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with this Section.

5. Revocation of Permits

Failure to comply with the shared parking provisions of this Section shall constitute a violation of this Code and shall specifically be cause for revocation of a certificate of zoning compliance and/or Building Permit.

D. Transportation Management Plan

The Director may authorize a reduction in the number of required off-street parking spaces for developments or uses that institute and commit to maintain a transportation management program, in accordance with the standards of this Section.

1. Required Study

The applicant shall submit a study to the Director that clearly indicates the types of transportation management activities and measures proposed. The study shall be provided in a form established by the Director and made available to the public.

2. Transportation Management Activities

There shall be no limitation on the types of transportation management activities for which reductions may be granted from otherwise required off-street parking ratios. The following measures shall serve as a guide to eligible transportation management activities.

3. Transportation Coordinator

The occupant of the development or use may appoint an employee to act as Transportation Coordinator with responsibility for disseminating information on ride-sharing and other transportation options may be cause for a reduction in otherwise applicable off-street parking requirements. In addition to acting as liaisons, Transportation Coordinators must be available to attend meetings and training sessions with the City or transit providers.

4. Off-Peak Work Hours

Employers that institute off-peak work schedules, allowing employees to arrive at times other than the peak morning commute period, may be eligible for a reduction in otherwise applicable off-street parking requirements. The peak morning commute period is defined as 7:00–9:00 a.m.

5. Preferential Parking

The provision of specially marked spaces for each registered car pool and van pool may be cause for a reduction in otherwise applicable off-street parking requirements.

6. Financial Incentives

The provision of cash or in-kind financial incentives for employees commuting by car pool, van pool and transit may be cause for a reduction in otherwise applicable parking requirements.

9.02.060 Alternative Parking Plans in the Downtown Overlay District

- A. General.** Within any Historic Overlay District or the Downtown Overlay District, the Historic and Architectural Review Commission shall be authorized to approve alternatives to providing the number of off-street parking spaces required in accordance with this Section.
- B. Procedure.** Alternative Parking Plans shall be reviewed and approved by the Historic and Architectural Review Commission.
- C. Recording of Approved Plans.** Where an Alternative Parking Plan requires use of property other than the subject property, an attested copy of an approved Alternative Parking Plan must be recorded with the County Clerk on forms made available in the Planning Department. An Alternative Parking Plan may be amended by following the same procedure required for the original approval. The applicant shall provide proof of recording prior to approval of the Certificate of Occupancy.
- D. On-Street Parking.** The Historic and Architectural Review Commission may approve counting on-street parking spaces to satisfy the requirements for off-street parking. Such on-street parking shall be located on public right-of-way immediately abutting the subject property and shall be reviewed by the City Engineer for compliance with City's standards for use of rights-of-way.
- E. Off-Site Parking.** The Historic and Architectural Review Commission may approve the location of required off-street parking spaces on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards.
- 1. Ineligible Activities.** Off-site parking may not be used to satisfy the off-street parking standards for residential uses (except for guest parking), convenience stores or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located off-site.
 - 2. Location.** No off-site parking space may be located more than 900 feet from the primary entrance of the use served (measured along the shortest legal pedestrian route) unless remote parking shuttle service is provided. Off-site parking spaces may not be separated from the use

served by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway is provided, or other traffic control or remote parking shuttle service is provided.

3. **Zoning Classification.** Off-site parking areas require the same or a more intensive zoning classification than required for the use served.
4. **Agreement for Off-Site Parking.** In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the record owners will be required. The agreement must be for a specified time, and guarantee the use of the off-site parking area for a minimum of five years. An attested copy of the agreement between the owners of record must be submitted to the Historic and Architectural Review Commission for recording in form established by the City Attorney. Recording of the agreement must take place before issuance of a Building Permit or Certificate of Occupancy for any use to be served by the off-site parking area. An off-site parking agreement may be terminated only if all required off-street parking spaces will be provided. No use shall be continued if the parking is removed unless substitute parking facilities are provided, and the Historic and Architectural Review Commission shall be notified at least 60 days prior to the termination of a lease for off-site parking.

F. Shared Parking. The Historic and Architectural Review Commission may approve shared parking facilities for developments or uses with different operating hours or different peak business periods if the shared parking complies with the all of following standards.

1. **Location.** Shared parking spaces must be located within 600 feet of the primary entrance of all uses served, unless remote parking shuttle bus service is provided.
2. **Zoning Classification.** Shared parking areas require the same or a more intensive zoning classification than required for the use served.
3. **Shared Parking Study.** Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the City that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the City and made available to the public. It 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 for all uses that will be sharing off-street parking spaces.
4. **Agreement for Shared Parking.** A shared parking plan will be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record must be submitted to the City for recording in a form established by the City Attorney. Recording of the agreement must take place before issuance of a Building Permit for any use to be served by the off-site parking area. A

shared parking agreement may be terminated only if all required off-street parking spaces will be provided.

G. Fee-In Lieu of Parking. The Historic and Architectural Review Commission may approve the acceptance of a fee-in-lieu of required parking in extreme cases where none of the alternatives above, alone or in combination, provide for the requisite number of spaces. Such fee shall be based on the cost of land acquisition, construction (including landscaping and lighting) and the estimated cost of maintenance for a period of ten years. Such fee shall be placed in a dedicated fund to provide parking solutions in the affected portion of the Downtown area, or other affected project area where the project is not within the Downtown.

H. Other Eligible Alternatives. The Historic and Architectural Review Commission may approve any other alternative to providing off-street parking spaces on the site of the subject development if the applicant demonstrates to the satisfaction of the City that the proposed plan will function equally well in protecting surrounding neighborhoods, maintaining traffic circulation patterns and promoting quality urban design than would strict compliance with otherwise applicable off-street parking standards. Such alternatives may include, but are not limited to, the use of tandem parking spaces.

(Ord. 2005 – 32; 2006-36)

Section 9.03 Parking Space and Parking Lot Design

9.03.010 Location, Setbacks and Buffering of Required Parking

Except as expressly stated in this Section, all required off-street parking spaces must be located on the same lot as the principal use, except for Housing Diversity Developments where two (2) spaces or more are required per unit; one (1) space shall be located on the same lot, and remaining spaces within 200 feet of the lot.

(Ord. 2008-14)

9.03.020 Parking Space and Parking Lot Design

A. Parking Space Dimensions

1. Required off-street parking spaces shall have minimum dimensions of 9 feet in width by 18 feet in length.
2. In parking areas with 20 or more parking spaces, up to 15 percent of the minimum number of required parking spaces may be allocated for compact cars if designed to the following standards:
 - a. A compact car space shall not be less than eight and one-half feet in width and 18 feet in length;

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- b. Compact car spaces shall be laid out in a group and appropriately identified as intended for exclusive use by compact cars.
- 3. Parking spaces designated as Handicapped shall comply with the design and location requirements of the American National Standards Institute (A117.1) and the Texas Department of Licensing and Regulation.

B. Aisle Widths

Drive aisle widths adjoining off-street parking spaces must comply with the following standards:

Table 9.03.020B Minimum Aisle Width for Specified Parking (in feet)

One-Way Drive Aisles			
90°	75°	60°	45° or less
25	23	16	12.5

Note: Two-way drive aisles must always consist of a minimum width of 26 feet.

C. Markings

- 1. Each required off-street parking space and off-street parking area shall be identified by surface markings at least 4 inches in width. Markings shall be visible at all times. Such markings shall be arranged to provide for orderly and safe loading, unloading, parking and storage of vehicles.
- 2. One-way and two-way accesses into required parking facilities shall be identified by directional arrows.

D. Surfacing and Maintenance

All designated fire lanes shall be paved according to the typical street cross Sections for local street design in the City of Georgetown Construction Specifications and Details, and kept in a dust-free condition at all times

E. Access

Required parking spaces shall not have direct access to a street or highway. Access to required parking spaces shall be provided by on-site driveways. Off-street parking spaces shall be accessible without backing into or otherwise reentering a public right-of-way.

(Ord. 2004 - 07)

Section 9.04 Vehicle Stacking Areas

9.04.010 Minimum Number of Spaces

Off-street stacking spaces shall be provided as indicated in the following Table.

Table 9.04.010 Minimum Off-Street Stacking Spaces

Activity Type	Minimum Spaces	Measured From
Bank teller lane	4	Teller or Window
Automated teller machine	3	Teller
Restaurant drive through	6	Order Box
Restaurant drive through	4	Order Box to Pick-Up Window
Car lubrication stall	2	Entrance to stall
Car wash stall, automatic	4	Entrance to wash bay
Car wash stall, self-service	3	Entrance to wash bay
Day Care drop off	3	Facility passenger loading area
Gasoline pump island	2	Pump Island
Parking lot, controlled entrance	4	Key Code Box
School (Public and Private)	Determined by Director	
Other	Determined by Director	

9.04.020 Design and Layout

Required stacking spaces are subject to the following design and layout standards.

A. Size

Stacking spaces must be a minimum of 10 feet by 20 feet in size.

B. Location

Stacking spaces may not impede on- or off-site traffic movements or movements into or out of off-street parking spaces.

C. Design

Stacking spaces must be separated from other internal driveways by raised medians if deemed necessary by the Director for traffic movement and safety.

Section 9.05 Off-Street Loading

A. No Use of Public Right-of-Way

At no time shall goods be loaded or unloaded from the right-of-way of a collector or arterial street. No part of any vehicle shall be allowed to extend into the right-of-way of a collector or arterial street while being loaded or unloaded.

B. Location

Plans for location, design and layout of all loading spaces shall be indicated on required Site Plans.

C. Space Size

Off-street loading spaces, excluding maneuvering areas, shall be at least 12 feet wide and 20 feet long unless off-street loading will involve the use of

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semi-tractor trailer combinations or other vehicles in excess of 25 feet in length, in which case the minimum size of a space shall be 12 feet by 54 feet.