

Chapter 17.39
PARKING STANDARDS

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17.39.010 OFF-STREET PARKING STANDARDS; GENERAL PROVISIONS. In order to ensure that sufficient parking is provided to serve the requirements of all land uses in the City of Fruita, and to avoid congestion in the streets, the requirements of this Chapter shall constitute minimum requirements for all land uses. Additional spaces above the minimum number required may be provided, but the maximum number of access ways to and from parking areas shall not be exceeded.

17.39.020 OFF-STREET PARKING STANDARDS; APPLICABILITY.

- A. Except as provided herein, the provisions of this Chapter shall apply to all uses established or commenced on or after the effective date of this Title.
- B. For uses existing on the effective date of this Title, parking spaces or areas existing on such date shall not be diminished in number or size to less than that required for such use under this Chapter.
- C. When an existing use or building is expanded, off-street parking, loading areas and landscaping shall be provided as required for the added floor area, whether or not they were provided for the existing use or building.
- D. When the use of an existing building or land is changed and requires more off-street parking than the existing use, off-street parking, loading areas and landscaping shall be provided as required for the new use, whether or not they were provided for the existing use.
- E. Parking Regulations in Downtown Mixed Use zone:
 - 1. The Downtown Mixed Use (DMU) zone is subject to different parking standards than the rest of the City of Fruita. The DMU zone contains a unique historic area

of Fruita that was established before the invention of the automobile. It provides a unique pedestrian oriented environment with each building built side by side with the next building and typically small narrow lots, relatively short blocks and alley access. Parking takes place on the streets and in back of the buildings off of the alleys. To require off-street parking facilities for each use at levels required for other commercial areas would destroy the character of the area and encourage the demolition of historic structures in favor of parking lots.

2. No off-street parking will be required for uses in existing buildings and reconstruction of existing buildings in the DMU zone south of Pabor Avenue (“Downtown Core”).
3. New buildings in the Downtown Core are subject to the requirements of this Chapter, except that the minimum parking standards in Section 17.39.030 shall be reduced by fifty (50) percent. Alternatively, upon City Council adoption of a Parking District In Lieu Fee, proponents of new buildings may pay an in lieu fee which shall be dedicated to developing public parking facilities in the Downtown Core.
4. Where new development abuts Aspen Avenue in the Downtown Core, all off-street parking shall be provided on the rear one-half (½) of the lot and not within forty (40) feet of Aspen Avenue. Alternatively, off-street parking may be placed closer than forty (40) feet to Aspen Avenue where it is provided underground, or in a multistory parking garage.

17.39.030 NUMBER OF OFF-STREET PARKING SPACES REQUIRED.

- A. Off-street parking spaces shall be provided according to the following schedule, and when computations result in a fraction, the nearest whole number shall apply. When parking is required for more than one use, the sum of the requirements for all uses shall apply.

Use Categories (Examples of Uses are in Chapter 17.04)	Minimum Motorized Vehicle Parking Per Land Use (fractions rounded down to the closest whole number)	Minimum Bicycle Parking Per Land Use (fractions rounded down to the closest whole number)
Residential Categories		
Accessory Dwelling	None when the primary single family dwelling Provides 3 spaces	none
Single Family Dwelling, including attached and detached dwellings	3 spaces per dwelling unit	none
Duplex	4 spaces per duplex	none
Multifamily	1 space per studio or 1-bedroom unit 1.5 spaces/unit per 2-bedroom unit 2 spaces/unit per 3-bedroom or larger unit Plus one (1) additional space for every six dwelling units	1 space per unit
Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	1 space per 4 beds	1 space per 20 beds
Commercial Categories		
Drive-up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities)	See Section 17.39.070.B	none
Commercial Categories (continued)		

Use Categories (Examples of Uses are in Chapter 17.04)	Minimum Motorized Vehicle Parking Per Land Use (fractions rounded down to the closest whole number)	Minimum Bicycle Parking Per Land Use (fractions rounded down to the closest whole number)
Bed and Breakfast Inn	1 space per bedroom	none
Educational Services, not a school (e.g., tutoring or similar services)	1 space per 500 sq. ft. floor area	1 space per 1,000 sq. ft.
Entertainment, Major Event	1 space per 500 sq. ft. or 1 per 6 seats or per CU review	1 space per 1,000 sq. ft.
Offices including medical, dental and veterinary offices	1 space per 500 sq. ft. floor area	1 space per 1,000 sq. ft.
Outdoor Recreation, Commercial	1 space per 500 sq. ft.	1 space per 1,000 sq. ft.
Retail Sales and Service (see also Drive-up Uses)	<u>Retail:</u> <u>Low Volume (such as clothing, auto parts):</u> 1 space per 500 sq. ft. except bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) 1 per 1,000 sq. ft. <u>High Volume (such as convenience store, grocery store):</u> 1 space per 250 sq. ft.	1 space per 1,000 sq. ft.
	<u>Restaurants and Bars:</u> 1 space per 250 sq. ft. floor area including outdoor seating areas	1 space per 500 sq. ft.
	<u>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys):</u> 3 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.
	Commercial Categories (continued)	

Use Categories (Examples of Uses are in Chapter 17.04)	Minimum Motorized Vehicle Parking Per Land Use (fractions rounded down to the closest whole number)	Minimum Bicycle Parking Per Land Use (fractions rounded down to the closest whole number)
Retail Sales and Service (see also Drive-up Uses) <i>(continued)</i>	<u>Lodging (hotels, motels, inns)</u> (see also Bed and Breakfast Inns): 0.75 per rentable room; for associated uses, such as restaurants, entertainment uses, and bars, see above	1 space per 4 rooms
	<u>Theaters and Cinemas:</u> 1 per 6 seats	1 space per 15 seats
Self-Service Storage	No standard	none
Industrial Categories		
Industrial Service (See also Drive-up Uses)	1 space per 1,000 sq. ft. of floor area	1 space per 3,000 sq. ft.
Manufacturing and Production	1 space per 1,000 sq. ft. of floor area	1 space per 3,000 sq. ft.
Warehouse and Freight Movement	1 space per 500 sq. ft. of floor area Bulky materials such as vehicles and construction material is measured at 1 space per 1,000 square feet of area.	1 space per 2,000 sq. ft.
Wholesale Sales	1 space per 1,000 sq. ft. of area used for storage of wholesale materials. Bulky materials such as vehicles and construction material is measured at 1 space per 2,000 square feet of area.	1 space per 3,000 sq. ft.
Institutional Categories		
Basic Utilities	None	none
Community Service	1 space per 200 sq. ft. of floor area	1 space per 500 sq. ft.
Daycare, adult or child daycare; does not include Family Daycare	1 space per 500 sq. ft. of floor area	1 space per 1,000 sq. ft.
Institutional Categories (continued)		

Use Categories (Examples of Uses are in Chapter 17.04)	Minimum Motorized Vehicle Parking Per Land Use (fractions rounded down to the closest whole number)	Minimum Bicycle Parking Per Land Use (fractions rounded down to the closest whole number)
Parks and Open Space	Determined per CU or subdivision review, or no standard	Determined per CU or subdivision review, or no standard
Religious Institutions and Houses of Worship	1 space per 75 sq. ft. of main assembly area	1 space per 500 sq. ft. of main assembly area
Schools	<u>Grade, elementary, middle, junior high schools:</u> 2 spaces per classroom	5 spaces per classroom
	<u>High Schools:</u> 7 per classroom	5 spaces per classroom
Other Categories		
Accessory Uses (with a permitted use)	No standard, except some uses may be required to provide parking under the minimum standards for primary uses, as determined by the decision body through Conditional Use Permit review, or Site Design Review	No standard, except some uses may be required to provide parking under the minimum standards for primary uses, as determined by the decision body through Conditional Use Permit review, or Site Design Review
Agriculture - Nurseries and similar horticulture	See Retail Sales and Wholesale, as applicable	
Temporary Uses	As required by Section 17.13.040 or per CU review	

B. For all uses requiring a Conditional Use Permit, parking requirements will be determined through the Conditional Use Permit review. More or less parking as identified in the table may be required as part of the Conditional Use Permit review.

C. Other Uses. For uses not specifically listed above, the use classification for purposes of parking requirements shall be determined by the Community Development Department Director, based on the following criteria: (1) the similarity of the use to those uses listed in this Chapter; (2) the zone of the property; (3) the need for off-street parking in the area where the property is located; (4) the nature and extent of use of the property by the public; (5) the number of employees who will work on the subject property; and (6) the use capacity.

D. Uses Not Known. For unknown commercial space for which all or part of the space has no designated use (such as strip malls or single buildings divided for more than two separate uses), the parking requirement shall be as follows: parking spaces shall be provided at the rate of one (1) space per three hundred (300) square feet for the first floor and one (1) space per six hundred (600) square feet for all other floor area.

E. Alternative Parking Standards

1. Design Exception Process

An applicant may propose parking in amounts less than listed in Table 17.39.030. A design exception committee comprised of the Community Development Director, Public Works Director, and City Engineer may allow the reduction in the amount of required parking spaces based on the findings by the applicant. The decision from the committee must be unanimous. The proposed reduction shall be considered based on lot size and restrictions, safety, proximity to public parking, and availability of on-street parking.

2. Joint Use of Parking Spaces.

a. When an owner or developer can demonstrate that two (2) separate uses do not require parking during the same hours and that adequate provisions have been made to ensure that the uses will not require parking during the same hours, such owner or developer may request the Community Development Department Director for permission to allow parking spaces which otherwise comply with the provisions of this Chapter to fulfill the requirements for both uses. Permission for such joint use of parking spaces may be granted subject to such conditions as the Community Development Department Director finds necessary to carry out the purposes and intent of this Chapter.

b. Off-street parking designated for joint use shall generally not be more than two hundred (200) feet from the property or use it is intended to serve, except that employee parking may be at a further distance if it can be

reasonably used.

- c. An applicant requesting the joint use of parking spaces shall submit a proposed written agreement between the owners or other parties in interest of the structures or uses for which the joint parking arrangements are proposed, and a copy of such agreement, once executed, shall be recorded with the Mesa County Clerk and Recorder's Office.

17.39.040 LOCATION OF PARKING SPACES.

- A. Off-street parking shall be located only on portions of a lot improved for parking purposes, consistent with city standards and as approved by the city decision-making body. Enclosed underground parking spaces may be located anywhere on the lot.
- B. Parking areas shall not be located closer than five (5) feet to any public sidewalk (see also Section 17.39.070.G.2.a).
- C. Non-residential parking areas containing more than five parking spaces shall not be located closer than ten (10) feet to any residential zone or residential land use. This requirement does not apply in the DMU zone or commercial portions of a CMU zone.
- D. Bicycle parking spaces shall be located as close as possible to the entrance to the building or land use and shall not interfere with motorized or pedestrian traffic.

17.39.050 LOADING AREAS. For those uses requiring deliveries or service by truck and which are not contiguous to an alley, an off-street delivery truck berth at least fourteen (14) feet wide and thirty (30) feet long shall be provided in addition to the required parking area. Where the property or use is served or designed to be served by tractor-trailer delivery vehicles, the off-street loading berth shall be designed so that delivery vehicles using the loading area do not obstruct traffic movements in the parking area or in the public right-of-ways.

17.39.060 PARKING AREA SURFACING. All parking areas including bicycle parking areas shall be surfaced with asphalt, concrete or brick, except the Agricultural Residential and Rural Estate zones. All parking areas and driving aisles which are not paved shall provide a dust-free surface whether the parking area and driving aisles are required by this Title or not. This includes parking for heavy equipment and overflow parking areas.

17.39.070 DESIGN OF PARKING AREAS. The following design standards shall be met for all parking areas, whether or not the parking area is required.

- A. Access.

Except single and two (2) family residential dwellings, each access way between a public

street and the parking area shall be not less than fifteen (15) feet or more than thirty-two (32) feet wide at the intersection of the access way with the public street, and a divider stop at least six (6) feet long shall be installed if the access way exceeds twenty-five (25) feet in width. Each access way shall be clearly and permanently marked and defined through the use of landscaping, rails, fences, walls or other barriers or markers. Said marking and defining may be augmented by painting or striping.

B. Stacking Spaces.

For any drive-in or drive-through retail use (such as fast food or pharmacy), four (4) stacking spaces shall be provided for each window, or counter on the entrance side, and one (1) such space on the exit side. For service uses (such as gas stations, quick lube and car washes), two stacking spaces shall be provided for each bay on the entrance side and one such space on the exit side. Stacking spaces shall not interfere with other required parking areas. Stacking spaces must measure at least twenty-two (22) feet long by ten (10) feet wide.

C. Parking for the Disabled.

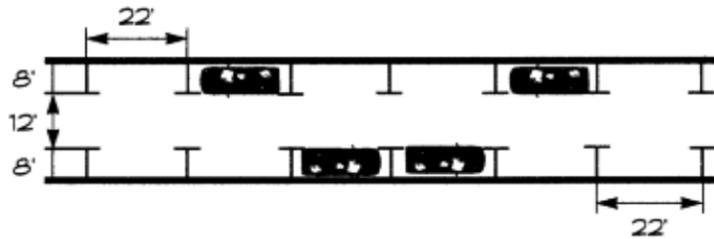
Parking shall be provided pursuant to the Americans With Disabilities Act guidelines and standards. In the event the Americans with Disabilities Act, as amended, or the city's building codes adopted pursuant to Title 15 of the Fruita Municipal Code contain additional requirements, the strictest standard shall apply.

Minimum Number of Accessible Parking Spaces Source: ADA Standards for Accessible Design 4.1.2(5)			
Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	Column A		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A**	7/8 of Column A***
1001	20 plus 1 for each 100 over 1000	1/8 of Column A**	7/8 of Column A***
*vans and cars may share access aisles **one out of every 8 accessible spaces ***7 out of every 8 accessible parking spaces			

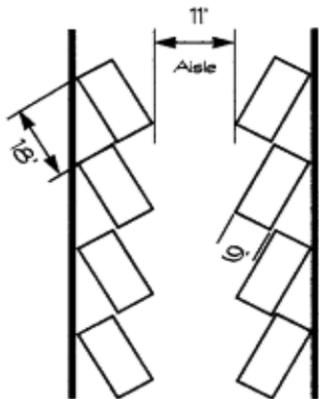
D. Parking Area Layout.

The dimensions of required off-street parking areas shall comply with the standards shown in the following Parking Dimensions Table.

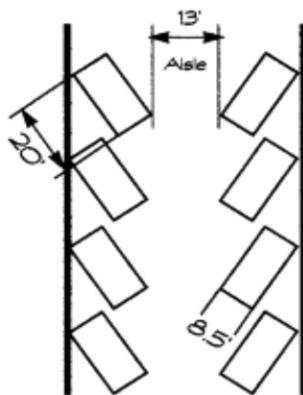
Parking Dimension Table			
Parking Angle	Stall Width (feet)	Stall Depth (feet)	Aisle Width (feet)
0°	8.0	22.0	12
30°	9.0	18.0	11
	9.5	18.0	11
	10.0	20.0	11
45°	8.5	20.0	13
	9.0		12
	9.5		15
60°	8.5	21.0	18
	9.0		16
	9.5		15
75°	8.5	19.5	25
	9.0		23
	9.5		22
90°	8.5	18.5	28
	9.0		25
	9.5		24



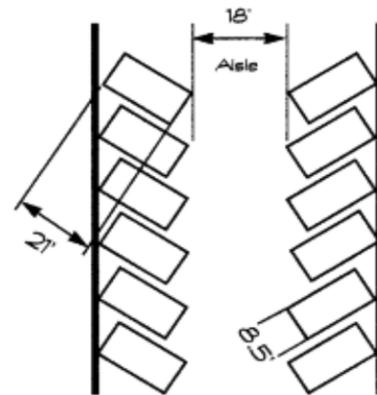
Zero Degree Parking (Parallel Parking)



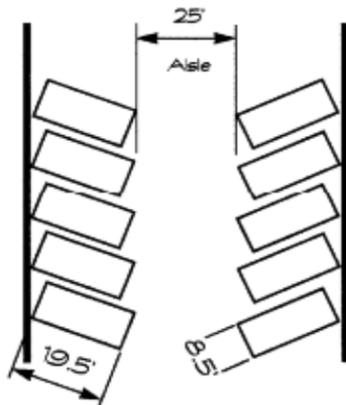
30 Degree Parking



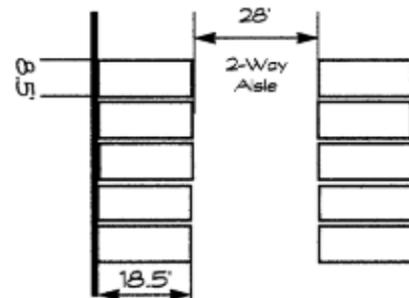
45 Degree Parking



60 Degree Parking



75 Degree Parking



Perpendicular
90 Degree Parking

Parking Area Layout/Design

E. Grade of Parking.

Outdoor parking areas shall not exceed a four (4) percent grade and shall be not less than one (1) percent grade. The grade of access-ways shall not exceed four (4) percent within one hundred (100) feet of the intersection with a public street.

F. Bicycle Parking Design

Bicycle parking devices shall be designed to allow one tire and the frame of the bicycle to be locked to the parking device with a standard U-lock and shall support the bicycle by the frame and not the tire.

G. Landscaping of Parking Areas.

1. Parking areas. For parking lots containing more than fifteen (15) parking spaces, a minimum ten (10) percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped in addition to landscape requirements contained in other areas of this Code. Such landscaping shall consist of evenly distributed shade trees with shrubs and/or ground cover. “Evenly distributed” means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial shade canopy during summer months. At a minimum, one tree per seven (7) parking spaces shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than twenty (20) spaces shall include landscape islands with trees to break up the parking area into rows of not more than twelve (12) contiguous (side-by-side) parking spaces. All parking area landscapes shall have dimensions of not less than twenty-four (24) square feet of area, or not less than four (4) feet in width by six (6) feet in length, to ensure adequate soil, water, and space for healthy plant growth. Such areas shall have irrigation.
2. Buffering and Screening Required. Buffering and screening are required under the following circumstances:
 - a. Parking/Maneuvering Area Adjacent to Streets and Walkways. Where a parking or vehicle maneuvering area is within twenty (20) feet of a public street, sidewalk or walkway, an evergreen plant screen (e.g., ground covers and hedge) or decorative masonry wall, arcade, trellis, or similar partially opaque structure at least three (3) feet in width and three (3) feet in height shall be established between the parking/vehicle maneuvering area and public street, sidewalk or walkway as applicable. The required screening shall have breaks or portals to allow visibility (natural surveillance) into the site and to allow pedestrian access to any adjoining walkways. Hedges used to comply with this standard shall be a minimum of thirty-six (36) inches, and not more than forty-eight (48) inches, in height at maturity, and shall be of such species, number, and spacing to provide year-round screening within one (1) year after planting. Landscaping must consist of desert landscaping

or drought tolerant plant species as identified by the Colorado State University Tri-River Extension Service.

- b. Parking/Maneuvering Area Adjacent to Building or private street, sidewalk or walkway. Where a parking or maneuvering area or driveway is adjacent to a building or private street, sidewalk or walkway, the area shall be separated from the building private street, sidewalk or walkway by a curb or wheel stops and a raised walkway, plaza, or landscaped buffer. Raised curbs, bollards, wheel stops, or other design features shall be used to protect pedestrians, landscaping, and buildings from being damaged by vehicles. Where parking areas are located adjacent to residential ground-floor living space, a five (5) foot wide landscape buffer with a curbed edge may fulfill this requirement.

17.39.080 ON-STREET PARKING STANDARDS FOR RESIDENTIAL CUL-DE-SACS.

For cul-de-sacs in single family residential subdivisions, at least one (1) on-street parking space shall be provided for every unit with access along the cul-de-sac bulb. If one additional off-street space is provided for each dwelling unit with access from the cul-de-sac bulb, this on-street parking space requirement can be reduced up to fifty (50) percent.