

**ARTICLE IX  
PARKING AND LOADING SPACES**

9.1 General Requirements.

9.1.1 No building or structure shall be erected unless permanently maintained parking and loading spaces have been provided in accordance with the provisions of this Ordinance.

9.1.2 Any person making any alteration to a building or use, which increases the required parking of the building or use beyond that already provided, shall provide the additional parking spaces mandated by the alteration prior to completion of the alteration, except as otherwise provided herein.

A. Continuation of a former use or a change of use within the Central Business District that does not involve the expansion of the gross floor area of the building is exempt from providing additional parking spaces.

1. Should a change of use within the Central Business District involve the expansion of gross floor area of the building, only the additional building area is subject to the on-site parking requirements.

(Ord. 1079, §1, 2011)

9.2 Standards.

9.2.1 Location of On-Site Parking Spaces. The following regulations shall govern the location of on-site parking spaces and areas, except as otherwise provided below and in section 9.4.8.

A. parking spaces for all single family dwellings shall be located on the same lot as the dwelling which they serve, except as otherwise provided in section 9.4.1.

B. Parking spaces for multi family or institutional uses shall be located not more than 300 feet from the principal use.

C. Parking spaces for commercial or industrial uses shall be located not more than 800 feet from the principal use and must be located within a B, LB, SCI or LI District.

D. New on-site parking areas shall be located at the rear of the building, except within the SCI zoning district where parking is allowed at the side of the building.

E. On-site parking areas are not permitted between the sidewalk within the public right-of-way and the primary frontage of a building, except where the location of an existing buildings or site conditions precludes another location for parking; such parking requires a landscape buffer, or an alternative approved by the Administrator, between sidewalk and parking.

(Ord. 1079, §2, 2011)

9.2.2 Loading Space Requirements and Dimensions. The following regulations shall apply to all commercial and industrial uses with on-site loading areas.

A. One (1) loading space shall be provided for any single retail, wholesale or warehouse occupancy with a floor area in excess of 4000 square feet, except grocery and convenience stores where one (1) loading space shall be provided for a floor area in excess of 1000 square feet. An additional loading space shall be required for every additional 10,000 square feet of floor area, except grocery and convenience stores where an additional loading space shall be required for every additional 5,000 square feet of floor area. Such spaces shall have a minimum area of 500 square feet, and no dimension shall be less than 12 feet.

B. Convenient access driveways to loading spaces from streets or alleys shall be provided; they shall not be less than 12 feet in width.

C. No loading space required by this Ordinance shall project into any street, alley, or other public right of way.

(Ord. 1079, §3, 2011)

### 9.2.3 Parking Credit.

A. Non - residential uses within the Business, Limited Business Districts and Transitional Districts may improve City right-of-way and may be credited with the parking spaces created by that improvement.

1. Improvements shall be located within areas that meet the most number of the following criteria used to determine the funding priority of city projects:

- a. Located within ¼ or ½ mile of a school
- b. Provides continuous connection
- c. Decreases a hazardous condition in need of repair
- d. Located within or adjacent to designated bicycle and pedestrian corridors
- e. Located within or adjacent to designated collectors
- f. Provides neighborhood interconnection
- g. Located within ¼ or ½ mile of Downtown or neighborhood services
- h. Located within Downtown

2. Parking credited shall be subject to the following requirements:

a. Improvements for parking spaces to be credited to a property will be constructed in accordance with City Standards and approved engineered drawings for the right-of-way. Sufficient space, exclusive of travel lanes, for the planned parking within the right-of-way must exist. These improvements may include concrete curb, gutter, and sidewalk, asphalt paving, storm drainage, street trees including irrigation, ornamental lamps, benches, trash receptacles or other street furniture, parking striping or any other improvement considered necessary or appropriate to the district and surrounding uses by the Administrator or the Commission.

b.. No parking area within any City right-of-way shall be held or used for exclusive parking for any property owner. The right-of-way shall be open to use by the public. Upon approval by the Council the right-of-way improved may be posted for short-term parking only.

c.. Credit shall also be given for those improvements installed as a portion of a Local Improvement District (LID) which assessed the subject property.

d. The owner or owner's successors shall be credited the total number of spaces credited by an LID or other improvements to the City right-of-way allowed in this section.

(Ord. 1079, §4, 2011)

9.2.4 Maintenance. The owner of property used for parking and/or loading shall maintain such area in good condition without holes and free of all dust, trash, other debris and snow.

9.2.5 Surfacing and Construction. All required parking and loading spaces, together with driveways, aisles, and other circulation areas, shall be constructed in accordance with the City Standards.

- a. Parking areas and driveways for single family and duplex residences may be improved with compacted gravel or other dustless material.

9.2.6 Drainage. All parking, loading, or other non-permeable surface areas shall provide for on-site drainage of surface water to prevent the drainage of such water onto adjacent properties, walkways, or into the public right-of-way. Drainage provided shall be in accordance with City Standards.

9.2.7 Lighting. Any parking area which is intended to be used during non-daylight hours shall be properly illuminated to avoid accidents. Any lights used to illuminate a parking lot shall be so arranged as to direct the light away from the adjoining property, and shall be of a type and method of construction to shield the light source from direct view from any adjacent property or right-of-way. All parking area lighting shall comply with the standards as set forth in Article VIII B of this Ordinance.

9.2.8 Access.

A. Except as otherwise provided herein, any parking area on private property, shall be designed in such a manner that any vehicle leaving or entering the parking area from or onto a public street shall be traveling in a forward motion.

B. Where alleys exist, access to on-site parking for any non-residential use or for any multifamily dwelling of three or more units shall be from the alley. Parking areas adjacent to alleys may be designed to allow a vehicle to back from the parking area into the alley.

C. If the site is not serviced by an alley, access shall be from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.

D. Access for on-site parking areas or loading spaces shall be located in such a way that any vehicle entering or leaving such area shall be clearly visible by a pedestrian or motorist approaching the access or driveway from a public or private street.

E. Access for subdivisions shall be provided in accordance with standards set forth in Section 4 of the Subdivision Ordinance.

F. Parking areas containing no more than two (2) parking spaces in any zoning district or parking areas within the LR, GR, TN, TI and LI Districts may be designed to allow a vehicle to back from the parking area into the public right-of-way.

G. Parking areas for residential uses only may be designed to allow required parking spaces for one vehicle to deny access to another vehicle, thus “stacking” the parking area. For non-residential uses, stacked parking may be allowed only for additional spaces that may be provided in excess of the required number of parking spaces.

(Ord. 1079, §5, 2011)

9.2.9 Screening and Landscaping.

A. All loading space areas and parking areas shall be screened from a public street and shall be screened on all sides which adjoin or face any residential property.

1. The screening shall consist of an acceptably designed wall, fence or drought tolerant landscaping.

a. Such a fence or wall shall be not less than four (4) feet nor more than six (6) feet in height and shall be maintained in good condition. The space between such fence or wall and the lot line of the adjoining premises in any residential district shall be landscaped with drought tolerant landscaping and maintained in good condition.

B. When a project is being reviewed pursuant to Article 6.A and an existing on-site parking area is located adjacent to a sidewalk, a landscape buffer is required between the surface of the parking area and the sidewalk.

C. Parking areas designed to accommodate 60 or more cars shall include landscaping appropriately located within the parking area to adequately break up the pavement area. The landscaping shall include deciduous trees no smaller than 2" caliper.

(Ord. 1079, §6, 2011)

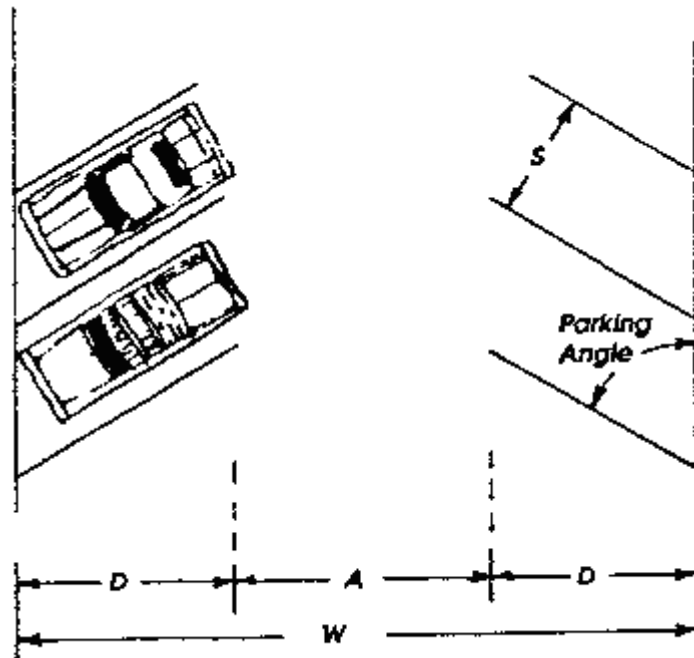
9.2.10 Wheel Blocks. Whenever a parking lot extends to a property line, wheel blocks or other suitable devices shall be installed to prevent any part of a parked vehicle from extending beyond the property line.

9.2.11 Minimum Distance Setbacks. No part of any parking area for more than 10 vehicles shall be closer than 20 feet to any lot occupied by a dwelling unit, school, hospital or other institution for human care and shall be separated from that adjoining lot by an acceptably designed screen as defined above.

9.3 On-Site Parking Dimension.

9.3.1 For the purposes of this Ordinance, the dimensions of all parking areas within the City right-of-way shall be in accordance with the City Standards. The dimensions of all on-site parking areas shall be according to the following table:

<b>On-Site Parking Dimensions (shown in feet):</b>			
<b>Parking Angle</b>	<b>Stall Width (S)</b>	<b>Stall Depth (D)</b>	<b>Aisle Width (A)</b>
90	9	18	24
30	9	20	11
45	9	20	13
60	9	21	18
Parallel	8	22	N/A
ADA	11 (+ 5 for ADA aisle)	Same as above	Same as above
Compact	8	16	Same as above



(Ord. 1034, §1, 2009)

#### 9.4 On-Site Parking Space Requirements.

A. For the purpose of this Ordinance, the following on-site parking space requirements shall apply as the minimum number of parking spaces which shall be provided on-site by the given use.

1. Where the calculation of parking spaces results in a fraction, the required parking shall be rounded down to the nearest whole number.

2. For the purposes of this Section, "gross area" is defined as the total square foot area of a given use, as designated for each use.

3. Where a specific use is not listed, and no similar use is listed, the required minimum number of on-site parking spaces shall be one per 1,000 gross square feet.

4. All uses shall provide handicap accessible parking spaces as required by the IBC, and designed to comply with the standards set forth in ANSI A117.1. Such spaces may be included in the total number of required on-site parking spaces.

5. Up to 25% of the required on-site parking spaces may be provided with compact parking spaces, but in no case shall more than five (5) spaces be reserved as compact. Compact spaces must be signed as such.

(Ord. 1079, §7, 2011; Ord. 1034, §2, 2009)

##### 9.4.1 Residential.

A. Single family dwellings: 2 per dwelling minimum, 6 per dwelling maximum.

1. Parking spaces within any garage, carport or similar structure shall be credited at 1 space per nine (9) feet of floor width and 18 feet of floor length.

2. The City will allow the use of 100' foot wide right-of-ways within the Hailey Original Townsite for licensed passenger vehicle parking for single family dwellings. Parking for accessory dwelling units must be provided on site.

b. Accessory Dwelling Units and all dwellings less than 1,000 square feet: a minimum of 1 space per unit.

c. Multiple family dwellings and dwelling units with a Mixed Use Building: A minimum of 1.5 spaces per unit.

(Ord. 1079, §8, 2011)

##### 9.4.2 Commercial, Professional, Service, Recreation and Entertainment.

A. All commercial, professional, service, recreation and entertainment uses shall provide improved parking in the amount of one parking space for every 1,000 square feet of gross building area; except as follows:

1. Athletic fields and other outdoor sports facilities: 1 space per 5000 square feet of gross land area.

2. Auditoriums, theaters, sports arenas, and other assembly areas not otherwise regulated herein: 1 for each 4.5 persons at the rated maximum occupancy of the building.

3. Golf Course; 2 spaces per hole, 2 per driving range, and 2 per putting green, plus space as required for any clubhouse.

4. Tennis Courts: 1 space per court.

(Ord. 1079, §9, 2011)

#### 9.4.3 Institutional:

- A. Cemetery: 1 space per full time employee.
  - B. Churches and other places of religious assembly: 1 for each 5 seats.
  - C. Hospitals: 1 for each bed.
  - D. Libraries: 1 for per 1,000-square feet of gross building area.
  - E. Post Office: 1 space for every 120 post boxes plus one space for every three employees.
  - F. Police, Ambulance, and Fire Stations: 1 space for each vehicle employed plus 1 space for each employee on shift. No parking space required under this section shall be located in any right - of way or public thoroughfare.
  - G. Sanitariums, homes for the aged, nursing homes, children homes, asylums and similar uses: 1 for each 3 beds.
- (Ord. 1079, §10, 2011)

#### 9.4.4 Schools.

- A. Elementary schools: 1 for every teacher or employee, or 1 space for every two persons rated capacity of all assembly areas, whichever is greater.
- B. Middle schools: 1 for every teacher or employee, or 1 space for every two persons rated capacity of all assembly areas, whichever is greater.
- C. High schools: 1 for every 5 students and 1 for each teacher and/or employee, or 1 space for every two persons rated capacity of all assembly areas, whichever is greater.
- D. Colleges, universities, professional or trade schools: 1 space for every 3 students and 1 space for each employee.

#### 9.4.5 Industrial.

- A. Public utilities, public services, manufacturing and processing, industrial laundry, recording studios, printing and publishing, research and development activities, laboratories, printing and publishing establishments: 1 space per 1000 square feet.
- B. Warehouse and storage facilities: 1 space for every 1,000 square feet of floor area but not less than 1 space per employee.
- C. Lumberyards and Landscape Nurseries: 1 space for every 250 square feet of net retail floor area plus 1 space for each 2,500 square feet of gross warehouse area.
- D. Sales and service of trailers, mobile homes, and heavy equipment: 1 space for every 1000 square feet of net floor area excluding area used for storage or loading, plus one 1 space for every 2,500 square feet of gross outdoor display area.
- E. All other industrial uses: One space for every 1000 square feet.

9.4.6 No use shall provide on - site parking for more than two hundred percent (200%) of the number of spaces required by this Ordinance unless permitted by specific action of the Commission. Applications for parking in excess of that normally permitted will be heard by the Commission as part of other applications, or, where no other application is pertinent, under the notice and hearing procedures set forth for Design Review.

9.4.6.1 The Commission shall consider the following criteria when evaluating any application for parking in excess of that normally permitted. Applicants are required to satisfy at least 4 of the following criteria:

1. The excess parking area will be commonly used for public interests such as park and ride or car pool lots. The property owner will be permitted to reserve the use of the parking area 12 days in any calendar year.
2. The excess parking area provided would relieve or help to relieve a substantial shortage of parking within an 800 foot radius.
3. The excess parking area will not be adjacent to a public right - of way, and will be separated from the right-of-way by a building.
4. The excess parking area is part of an overall development scheme which compensates for insufficient parking in other portions of the same development.
5. The excess parking area will be used as an alternate facility, such as a basketball court or skateboard park, when not in use as an overflow parking area. The property owner will be permitted to reserve the use of the parking area 12 days in any calendar year.
6. The excess parking area will surfaced with an alternative and attractive material.

#### 9.4.7 Bicycle Parking

A. All multi-family residential and commercial or mixed-use development, including new construction and additions, shall provide at least three (3) bicycle parking spaces or bicycle spaces equivalent to twenty five (25%) of the required number of vehicle parking spaces, whichever is greater.  
(Ord. 1079, §11, 2011)

#### 9.4.8 Shared Parking

A. Notwithstanding any other parking requirements set forth in this Ordinance, a mixed-use shared parking program (“shared parking program”) may be applied where mixed uses are proposed or existing, and the mix of uses creates staggered peak periods of parking demand. A shared parking program allows the property developer to use parking spaces more efficiently by allowing the same spaces to be “shared” by various land uses, thus reducing the total amount of required parking. A shared parking program may include parking on the same site or different sites subject to the provisions herein. Shared parking is not intended to be used by two or more residential uses or other uses which have the same peak demand.

B. The Commission may approve a shared parking program provided that: 1) pedestrian access is provided to and from the parking area and the building; and 2) all other requirements set forth herein are met.

C. Parking spaces that are reserved for a specific business purpose (*e.g.*, reserved for doctors only) shall not be counted toward meeting the shared parking requirements. Handicap accessible spaces may be shared if they meet the requirements of the IBC and ANSI A117.1.

D. Those wishing to apply for a shared parking program must demonstrate to the Commission the feasibility of shared parking in accordance with this Section. The maximum reduction in the number of parking spaces required for all uses sharing the parking area shall be twenty percent (20%), unless otherwise provided by subsection (f) herein.

E. Shared parking spaces may be located on a different lot than the use, which it serves only where the following conditions are met:

1. The parking is located no more than 300 feet from the use that it serves. The distance between the use and the parking lot shall be measured following a reasonable and safe walking route from the main entrance of the use to the nearest parking lot;

2. The applicant(s) for a building permit or certificate of occupancy for the use which is to be served by a shared parking program shall submit a copy of a written agreement pursuant to subparagraph (h) of this Section along with his or her application for such permit or certificate.

F. Shared Parking Study: Determination of the shared parking requirements may be determined by the applicant using the parking calculation methods set forth in subparagraph (g) below, or the Commission, in its sole and absolute discretion may allow shared parking arrangements based upon a more detailed study which clearly establishes which uses will utilize the shared spaces at different times of the day, week, month or year. A more detailed study may:

1. Be based on the Urban Land Institute's or another accredited methodology;
2. Address the size and type of activities, the composition of tenants, the rate of turnover for proposed shared spaces and the anticipated peak parking and traffic loads.

G. Parking Credit Schedule Chart for Mixed Use Shared Parking Calculation: The minimum number of parking spaces required for a shared parking plan may be determined by multiplying the minimum parking requirements for each individual use by appropriate percentage, as set forth in Table 1, for each of the five designated time periods and then add the resulting sums from each vertical column. The column total having the highest total value is the minimum shared parking space requirement for that combination of land uses.

**Table 1: Parking Credit Schedule Chart for Shared Parking**

Use	Weekday			Weekend	
	Mid. - 7 a.m.	7 a.m.- 5 p.m.	5 p.m. - Mid.	6 a.m. - 6 p.m.	6 p.m. - 6 a.m.
Residential	100%	40%	90%	70%	100%
Office/Industrial	50%	100%	50%	50%	50%
Commercial/Retail	50%	90%	50%	100%	70%
Hotel	100%	70%	100%	70%	100%
Restaurant	10%	50%	100%	50%	100%
Ent./Aud./Theater	80%	40%	100%	50%	100%
Recreation Facility	30%	40%	100%	100%	100%
Day Care Facility	50%	100%	100%	20%	50%

H. Agreement For Shared Parking Plan: The developer(s) applying for a shared parking program in accordance with this Section shall submit a written agreement approved by the City Attorney requiring that the parking spaces shall be maintained as long as the uses requiring the parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Section. Such written agreement shall be recorded by the developer(s) with the Blaine County Recorder prior to the issuance of a building permit or business license if no building permit is necessary, and a copy filed in the project review file. The agreement shall, at a minimum:

1. List the names and ownership interest of all parties to the agreement and contain the signatures of those parties;
2. Provide a legal description of the land upon which the parking area(s) and building(s) appurtenant to the parking areas are located;
3. Include a site plan showing the area of the parking parcel and open space reserved area which would provide for future parking;

4. Agree and expressly declare the intent for the covenant to run with the land and bind all parties and all successors in interest to the covenant;
5. Assure the continued availability of the spaces for joint use and provide assurance that all spaces will be usable to all participating uses;
6. Describe the obligations of each party, including the maintenance responsibility to retain and develop reserved open space for additional parking spaces if the need arises;
7. Describe the method by which the covenant may be revised, if necessary.
  - I. In the event a use is changed, the application for the new business license related to the changed use must be accompanied by evidence that the parking necessary for the new uses does not exceed the amount that was required by the previous uses, or that the applicant can satisfy the parking requirements existing at that time.

## 9.5 In Lieu Contributions.

9.5.1 Purpose. In lieu parking contributions are hereby created to allow the City to waive parking requirements set forth in Article IX of this Ordinance in exchange for the payment of fees to the Parking Improvement Fund.

### 9.5.2 General Provisions.

A. In lieu of providing the parking spaces required by this Ordinance, the owner of a building or use requiring parking spaces may, at their option, make application to the Commission to make payments to the City, in an amount per parking space to be specified by the Council by separate Ordinance, for each parking space not provided.

1. The per space in lieu amount shall be reviewed on an annual basis by the Council. Factors to be considered by the Council when establishing the amount of funds to be contributed per in lieu space are: the cost of land; the amount of land needed for each parking space along with travel lanes, landscape areas, and other amenities; the cost of physical improvements to the property including grading, compaction, drainage, asphalt, concrete, landscaping, lighting, striping and other amenities as may be considered appropriate.

B. The Commission, after hearing the application and receiving public testimony concerning it, shall make a recommendation to the Council concerning the number, if any, of in lieu payments to be allowed.

C. The City reserves the right to deny in lieu payment. The maximum number of payments any business may make in lieu of providing parking shall not be greater than 33% of the total number of parking spaces required.

D. Property owners may eliminate existing off-street parking if in lieu payment is approved and made according to the provisions of this Section.

E. All funds received in lieu of parking spaces shall be placed into a separate Parking Improvement Fund to be used solely for the acquisition and/or improvement of public parking.

F. Payment of in lieu fees must be made to the City prior to issuance of the applicable building permit or, in the case of an existing building, prior to issuance of a Business License.