

ORDINANCE NO. 3918

AN ORDINANCE AMENDMENT TO MODIFY SECTION 17.50.270(G)(6) AND TO ADD SECTION 17.50.270(H)(9) OF CHAPTER 17 OF THE RAPID CITY MUNICIPAL CODE TO REQUIRE THE PROVISION OF HANDICAPPED ACCESSIBLE PARKING STALLS IN EXISTING LOTS WHEN THE LOTS ARE RE-STRIPED.

BE IT ORDAINED by the City of Rapid City that Section 17.50.270 of Chapter 17 pertaining to minimum off-street parking requirements be and is hereby amended to read as follows:

17.50.270 Minimum off-street parking requirements.

A. Duty to Provide and Maintain Off-Street Parking Spaces.

1. It is the duty of the owner or occupant of any real property outside the central business district (CBD), jointly and severally, to provide off-street parking in accordance with the standards established by this chapter. However, any parking that is optionally provided in the central business district must comply with subsection H, Parking for Persons with Disabilities, of this section.

2. Every building, or portion of building hereafter erected, and every initiation or expansion of use involving an existing building, shall be provided with permanently maintained parking space as provided in this chapter.

3. Prior to the issuance of a building permit for a multilevel parking facility, a planned commercial development (PCD) or planned light industrial development (PLID) shall be approved. As a part of the planned development review, pursuant to Sections 17.50.100 and 17.50.105 of this code, the Rapid City planning commission or Rapid City council may impose specific design or compatibility standards.

B. Initiation and Expansion of Use. Every building, structure or use with parking facilities which does not conform to the requirements of this title shall conform with the provisions of this section when a use is initiated or expanded.

1. A use is initiated when:

- a. A building or structure is erected;
- b. An existing property, structure, or portion thereof, changes from one standard industrial classification (SIC) two-digit code classification to another; or
- c. An existing property, structure, or portion thereof, other than a single-family or duplex structure, is occupied after an intervening vacancy of at least one year.

2. A use is expanded when:

- a. An existing building or structure is enlarged by twenty percent or more with respect to square feet of gross floor area (SFGFA);
- b. An existing building or structure is modified internally to accommodate an increased occupant load of twenty percent or more, as determined by the Uniform Building Code adopted in Chapter 15.12 of this code;

- c. A use is expanded by twenty percent or more as measured by area, employees, rooms, seats, dwelling units or occupants; or
- d. A garage or carport is added to the structure.

C. Permit Required. A building permit is required for the construction or development of an off-street parking facility.

D. Minimum Required Off-Street Parking Spaces. The minimum number of off-street parking spaces shall be determined in accordance with the following table of parking spaces required:

Table 17.50.270 (D)
TABLE OF PARKING SPACES REQUIRED^a
(SFGFA--Square Feet Gross Floor Area)^e

Land Use Building Type	Parking Spaces Required
Assembly/Banquet Hall	25.00 per 1,000 SFGFA
Auto Repair With Gas Sales	13.00 per 1,000 SFGFA
Auto Repair Without Gas Sales	10.00 per 1,000 SFGFA
Auto Sales, New or Used	*3.00 per 1,000 SFGFA
Auto Towing, Body Repair and Painting	*4.00 per 1,000 SFGFA
Bank/Savings and Loan Office	4.30 per 1,000 SFGFA
Bank/Savings and Loan (With Drive-Up Teller)	4.00 per 1,000 SFGFA plus 03.00 per drive-through lane ^d
Child Care	
Day Care Center	1.00 per full-time equivalent staff plus .1 per child and unloading zone ^c
Family Child Care	1.00 per nonresident full-time equivalent staff
Church/Synagogue	0.25 per each seat or 18" of linear bench
Cleaners, Retail	1.66 per 1,000 SFGFA
Cocktail Lounge/Nightclub/Tavern/Bar	10.00 per 1,000 SFGFA
Convenience Store With Gas Sales	11.50 per 1,000 SFGFA ^d
Convenience Store Without Gas Sales	7.50 per 1,000 SFGFA
Discount Store	4.45 per 1,000 SFGFA
Drive-through (specialty, film ATM, carwash)	3.00 per drive through lane ^d
Funeral Home	7.00 per 1,000 SFGFA
Furniture Store	2.60 per 1,000 SFGFA
Hardware Store/Home Center	3.20 per 1,000 SFGFA
High Technology Industrial Production Facilities	1.05 per 1,000 SFGFA
Hospital	2.00 per bed
Hotel/Motel	1.00 per room
Industrial Structures:	

Less than 100,000 SFGFA	2.10 per 1,000 SFGFA
100,000 to 199,000 SFGFA	1.75 per 1,000 SFGFA
200,000 to 399,000 SFGFA	1.60 per 1,000 SFGFA
400,000 to 499,000 SFGFA	1.80 per 1,000 SFGFA
500,000 and greater SFGFA	2.00 per 1,000 SFGFA
Laundromat	5.00 per 1,000 SFGFA
Library	2.20 per 1,000 SFGFA
Liquor Store (off sale)	4.00 per 1,000 SFGFA
Lumberyard/Mart	1.60 per 1,000 SFGFA
Manufacturing	2.10 per 1,000 SFGFA
Manufacturing, Jewelry	10.00 per 1,000 SFGFA
Medical Clinic Office	4.00 per 1,000 SFGFA
Mobile Home Sales, New or Used	5.00 per site
Museum	3.30 per 1,000 SFGFA
Nursing Home	0.50 per room
Office	5.00 per 1,000 SFGFA
Office, Undivided Common Work Area	8.00 per 1,000 SFGFA
Pawnshop	4.00 per 1,000 SFGFA
Public Utility/Sewage Treatment	2.50 per 1,000 SFGFA.
Recreational:	
Bowling Alley	5.50 per lane
Miniature Golf	2.00 per hole
Recreation Center	4.00 per 1,000 SFGFA
Recreation Fad	20.00 per 1,000 SFGFA
Roller/Ice Skating Rink	5.00 per 1,000 SFGFA
Sports Club/Health Spa	7.00 per 1,000 SFGFA
Sports Stadium, Auditorium	0.33 per seat or 18" linear bench
Swimming Club, Pool	1.00 per 150 square feet water area
Tennis/Racquet Club	0.40 per 1,000 SFGFA
Residential Uses:	
Assisted Living Center Room	0.33 per unit
Assisted Living Center Suite	0.50 per unit
Apartment Complex	1.50 per dwelling unit
Condominium	2.00 per dwelling unit
Dormitory	1.00 per sleeping room
Duplex	2.00 per dwelling unit
Elderly Housing	0.50 per dwelling unit
Fraternity/Sorority	1.00 per member at maximum occupant load
Mobile Home Park	2.00 per unit
Single-Family/Duplex/Townhouse	2.00 per dwelling unit
Skilled Nursing Home	0.25 per unit plus 1 per shift employee

Restaurant, Drive-in	11.00 per 1,000 SFGFA plus 01.00 per serving stall
Restaurant, Fast Food	11.00 per 1,000 SFGFA plus 07.00 per drive-through lane ^d
Restaurant, Table Service	11.00 per 1,000 SFGFA
Retail Sales/Service	5.00 per 1,000 SFGFA
Schools	
Preschool	1.40 per employee/staff
Grade School	1.40 per employee/staff
Middle School	1.00 per employee/staff plus 00.04 per student capacity
Senior High Schools	1.00 per employee/staff plus 00.33 per student capacity
Junior/Community/Tech College or University	0.50 per student capacity
Shopping Center I and Shopping Center II	4.50 per 1,000 SFGFA
Supermarket	5.00 per 1,000 SFGFA
Theaters	1.00 per 4 fixed seats
Used or Secondhand Sales	3.00 per 1,000 SF of display/storage area including outside display
Warehousing	0.25 per 1,000 SFGFA
Warehousing, Ministorage	30 feet of circulation aisle width immediately adjacent to area of building(s) with controlled access stalls or locker.

Table 17.50.270 (D) Notes:

- (a) Numbers include spaces required for employee and staff parking.
- (b) Parking spaces used for customer and employee parking exclusive of automobile display area.
- (c) Passenger unloading zones shall not conflict with parking stalls or aisles and shall have adequate ingress and egress.
- (d) Stacking in drive-through lanes shall count as one space per twenty-three linear feet of striped stacking lane. Service windows or bays shall not be counted as stacking.
- (e) Square footage shall be the total square footage of the combined usable floors as measured by outside building dimensions.

(f) Automotive repair business indoor and outdoor vehicle storage or repair areas that are not accessible to the public are exempt from the aisle width and access requirements of this chapter. Proposed vehicle storage or repair areas must be designated on the lot site plan and building floor plan.

E. Parking Requirements for Uses Not Specified.

1. Where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the planning director. Such determination shall be based upon **Parking Generation** published by the Institute of Transportation Engineers (ITE).
2. Where new construction is proposed in a commercial or industrial district, but no definite use is specified, parking requirements shall be calculated as follows:
 - a. Commercial district: five parking spaces per one thousand square feet gross floor area;
 - b. Industrial district: one and three-quarters parking spaces per one thousand square feet gross floor area.
3. When a use is to be initiated or changed in any vacant or occupied building or portion thereof the parking required for the combined uses shall be reviewed by the planning department, based upon this title and **Parking Generation** published by the Institute of Transportation Engineers (ITE). The determination of the planning department shall establish the total number of parking spaces required.

F. General Requirements. The following general requirements shall apply to all parking spaces and areas:

1. **Size and Access.** Each off-street parking space shall be rectangular, and not less than nine feet in width and eighteen feet in length regardless of the angle of parking. Each commercial or multiple-family parking space shall be served by an aisle which meets or exceeds the standards set forth in these regulations. When curbs or curb stops are employed, up to two feet of the stall length may overhang the curb. Stalls may overhang sidewalks provided four-foot wide usable sidewalks are retained and public rights-of-way are not encroached upon.
2. **Aisle Length.** Parking lot aisles of over one hundred fifty feet in length shall have either an approved method of emergency vehicle egress deemed acceptable by the Rapid City Fire Marshal or a turnaround which will accommodate a thirty-foot vehicle with a forty-two-foot turning radius.

TABLE 17.50.270 (F) (2) REQUIRED MINIMUM OFF-STREET PARKING DIMENSIONS				
Parking Angle (Degrees)	Stall Length	Stall Width	Aisle Width (One-way)	Aisle Width (Two-way)
90°	18'	9'	26'	26'
60°	18'	9'	18'	20'
45°	18'	9'	12'	20'
30°	18'	9'	10'	20'
0°	22'	9'	10'	20'
(parallel)				

Exception: Ninety-degree parking immediately off an alley requires ten feet by twenty feet stalls and the aisle width of twenty feet being provided by the alley.

3. Locations.

- a. Off-street parking facilities shall be located outside the public right-of-way and as hereinafter specified.
- b. Parking facilities shall either be provided on the same parcel as the use it is to serve or within three hundred feet from the building's primary entrance or use it is to serve, using established sidewalks and crossings. Such distance shall be the walking distance measured from the nearest point of the parking facility to the building's primary entrance that such facility is required to serve.

4. Clear Sight Triangles. Parking spaces and areas shall not be allowed which would obstruct the required sight triangle as provided in Chapter 17.50.335 when such parking space or area is being occupied.

5. Mixed Occupancies in a Building. In the case of mixed uses in a building or on a lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as hereinafter specified for shared use.

6. Shared Parking Facilities.

- a. The building inspection department upon application by the owner or lessee of any property and after review of the application by the planning director, may authorize the shared use of parking facilities under the conditions specified in this section:
 - i. Not more than fifty percent of the parking facilities required by this title will be provided by the shared parking facility;
 - ii. No substantial conflict in the operating hours of the buildings or uses for which the shared use of the parking facility is proposed will occur;

iii. The building or use utilizing the shared parking facilities is located within three hundred feet of such parking facility using established sidewalks and crosswalks where available.

b. Parking using shared off-street parking facilities shall evidence agreement for such shared use by a proper legal instrument approved by the city attorney as to form and content. Copies of such instrument, when approved as conforming to the provisions of this section, shall be filed in the building inspection department and copies thereof filed with the planning department.

G. Use and Maintenance of Off-Street Parking Area. Off-street parking space shall be maintained in accordance with the following specifications:

1. Entrances and Exits.

a. Driveways and curb cuts for ingress and egress shall be built in accordance with the engineering division's curb cut policy and as approved by the city engineer or his designee and in accordance with the city's off-street parking requirements. Entrances and exits shall in no case be less than ten feet nor more than forty feet in width or fourteen feet in vertical clearance.

b. Unpaved access to parking facilities is not permitted except for single-family and duplex uses. All commercial and industrial uses intending to utilize an unimproved access for parking facilities shall bear the cost of paving the access way to city minimum construction standards. This requirement is subject to waiver by common council only in cases where paving continuity would not be achieved and gravel segments would remain.

2. Circulation. Circulation within a parking area shall be such that a vehicle entering the parking area need not enter a public right-of-way to reach another aisle and that a vehicle need not enter a public right-of-way backwards. This provision shall not apply to off-street parking required for one or two-family dwelling units.

3. Surfacing. Off-street parking areas shall be paved and maintained so as to eliminate dust or mud. Paved parking facilities shall comply with standards established in Ordinance 1976, as approved by the common council on October 9, 1980, as administered by the city engineer, and on file in the finance office.

4. Dust Palliative. All commercial, light industrial and heavy industrial uses which involve outdoor storage shall apply a dust palliative approved by the city engineer to all unpaved areas utilized for storage. An approved dust palliative shall be applied annually or as directed by the engineering division. Vehicle or equipment maneuvering areas and approaches to permanent loading docks shall be paved as set forth in "Minimum Standards for Construction of Parking Lots," June 16, 1980.

5. Drainage. Off-street parking areas shall be graded and drained as to dispose of all surface water with drainage directed toward curb cuts when possible. Parking facilities may be designed to function as metered stormwater detention facilities, when in connection with a master drainage plan and as approved by the city engineering division.

6. Markings. Except for one and two-family uses, all parking facilities shall be marked with striping paint as shown on the approved building permit. Aisles, approach lanes, stalls, handicapped stalls and designated no parking areas shall be clearly marked with direction arrows, lines and symbols to assure the safe and efficient movement of vehicles. “Clearly marked” is defined as displaying a visibly-defined edge. Whenever parking lots are re-striped, markings are maintained, including re-application of existing striping paint, any parking facility which does not meet the standards set forth in subsection H(4), (5) or (6) of this section shall be made to comply with subsection H(4), (5) and (6) involving parking for persons with disabilities.

7. Border, Barricades, Screening and Landscaping. Off-street parking areas shall conform to the regulations set forth in the landscape ordinance, Section 17.50.300. Tree planting in the right-of-way is permitted as provided in Section 12.40.090 of this code, landscape requirements.

a. Every parking area that abuts a public or private sidewalk, public right-of-way, or building entrance or exit shall be provided with a wheel guard or curbs not less than six inches in height which shall be securely installed and maintained.

b. Every multiple-family or commercial parking area on a lot that abuts a single-family residential lot along a side lot line shall be set back a distance of not less than twelve feet. Not less than fifty percent of the required landscaping for the subject lot shall be placed within the parking lot or within twenty feet of the parking lot.

c. Every parking area on a lot which abuts the rear lot line of a lot within single-family residential district shall be set back a distance of not less than fifteen feet. Fifty percent or more of the required landscaping for the subject lot shall be located in the parking lot or within twenty feet of the parking lot.

d. Landscaping proposed to be located in the right-of-way between the property line and the street section may be applied to the requirements of the landscape ordinance in an amount not to exceed twenty-five percent of the total landscaping points required as determined pursuant to the formula in the landscape ordinance.

8. Lighting. All parking areas except single-family residential shall be provided with lighting when evening usage is anticipated. The lighting shall be arranged so as to provide security and to reflect light toward the parking area.

9. Bond for Completion. When the required off-street parking area cannot be paved at the time of issuance of the certificate of occupancy, the chief building official shall require a surety in an amount equal to the estimated cost of paving and improvements which will provide for and secure through an improvements agreement the paving completion within one paving season. All bonds and other methods of guarantee shall be approved by the city attorney.

H. Parking for Persons with Disabilities.

1. Provision of Parking. In addition to the general requirements for parking provided for under subsection G of this section, accessible parking facilities for persons with disabilities shall be provided in accordance with this subsection. Accessible parking for a

particular building must be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. If there are multiple accessible entrances to the building, the accessible spaces must be dispersed and located closest to the accessible entrances. For parking facilities which do not serve a specific use or building, the accessible parking shall be located on the shortest accessible route to the nearest accessible pedestrian entrance to the parking facility. Accessible spaces may be provided off-site in accordance with this chapter as long as accessibility is not jeopardized.

2. Accessible Route. A minimum of one accessible route meeting the requirements of this section must be provided between the building's accessible entrance and the accessible parking spaces, passenger loading zones, and public streets or sidewalks. An accessible route shall meet the following requirements:

- a. To the maximum extent feasible, it shall coincide with the route for the general public;
- b. It shall have a minimum clear width of thirty-six inches. If an obstruction turnaround is required then the minimum clear width must be provided as shown in Figures H.2(b)-1 and H.2(b)-2 of the technical drawings on file in the city planning department;
- c. Passing spaces are required if the accessible route is less than sixty inches wide. Passing spaces shall be at least sixty inches by sixty inches and spaced at no more than two hundred foot intervals. A T-intersection of two walks is an acceptable passing space (see Figure H.2(c)-1 of the technical drawings on file in the city planning department);
- d. A minimum of eighty inches of vertical headroom along the route must be provided. If less than eighty inches of vertical headroom exists in any area adjoining the accessible route, then barriers must be provided to warn blind or visually-impaired individuals (see Figures H.2(d)-1, and H.2(d)-2 of the technical drawings on file in the city planning department);
- e. The ground surface of the accessible route shall be stable, firm and slip resistant. The accessible route may not include stairs, steps, or escalators. Changes in level of less than one-quarter inch do not require edge treatment. Changes in level between one-quarter and one-half inch shall be beveled with a slope no greater than 1:2. Changes in level greater than one-half inch shall require a ramp at least thirty-six inches wide and complying with all other ramp requirements (subsection (H)(3) of this section). Surface treatments involving carpeting or grating must meet specific ADA requirements;
- f. An accessible route with a running slope of greater than 1:20 is a ramp and shall have a maximum slope of 1:12 and a minimum width of thirty-six inches and shall comply with all other ramp requirements (subsection (H)(3) of this section). Nowhere along the accessible route shall the cross slope exceed 1:50;
- g. Curb ramps must be provided wherever an accessible route crosses a curb. Slope of curb ramps must be the least possible with a maximum slope for new construction of 1:12 and a maximum rise for any run of thirty inches. Curb ramps and exterior ramps to be constructed in areas which preclude the use of a 1:12 slope may have reduced slopes and rises as follows: (a) a slope between 1:10 and 1:12 is allowed for a maximum rise of six inches; and (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of three inches. A slope steeper than 1:8 is not allowed (see Figures H.2(g)-1 through H.2(g)-4 of the technical drawings on file in the city planning department). The minimum clear width of a ramp shall be thirty-six inches. Ramps shall have level landings at the top and bottom of each ramp and each ramp run. These landings shall: (a) be twice as wide as the ramp

run leading to it; (b) landing length shall be at least sixty inches clear; (c) if ramps change directions then the landing size shall be sixty by sixty inches; (d) if a doorway is located at a landing then the area in front of the doorway shall comply with 4.13.6 of ADA.

Handrails shall be provided in compliance with 4.8.5 of ADA if a ramp run has a rise greater than six inches or a horizontal projection greater than seventy-two inches.

3. Ramps. The least possible slope shall be used for any ramp. The maximum rise for any run shall be thirty inches. The maximum slope for any new ramp shall be 1:12 unless otherwise allowed by this code. Curb ramps and other exterior ramps constructed in areas where space limitations prevent a 1:12 slope may have slopes and rises as follows: (a) a slope between 1:10 and 1:12 is allowed for a maximum rise of six inches; (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of three inches. No slope steeper than 1:8 is allowed.

The minimum clear width of a ramp shall be thirty-six inches. Ramps shall have level landings at the top and bottom of each ramp and each ramp run. These landings shall: (a) be twice as wide as the ramp run leading to it; (b) landing length shall be at least sixty inches clear; (c) if ramps change directions then the landing size shall be sixty by sixty inches; (d) if a doorway is located at a landing, the area in front of the doorway shall comply with 4.15.6 of ADA. Handrails shall be provided in compliance with 4.8.5 of ADA if a ramp run has a rise greater than six inches or a horizontal projection greater than seventy-two inches.

4. Spaces Required.

a. The following number of off-street parking spaces, based on the total required parking, are to be reserved for exclusive use by persons with disabilities. One in every eight accessible spaces but always at least one space must be van accessible. Parking spaces for persons with disabilities may be counted toward the total number of parking spaces required for the use.

Required Number of Accessible Spaces	
Total Parking in Lot	Required Minimum # of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9

501 to 1,000	2% of total spaces
1,001 and over	20 plus 1 for each 100 over 1,000

Notes:

1. The required number of accessible spaces for out-patient medical facilities shall be ten percent of the total number of parking spaces.

2. The required number of accessible spaces for facilities that specialize in treatment or services for persons with mobility impairments shall be 20 percent of the total number of parking spaces.

5. Signage. Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility (see Figure H.5-1 of the technical drawings on file in the city planning department). Van accessible parking shall include this symbol of accessibility sign plus an additional "Van-Accessible" sign mounted below the symbol of accessibility sign. (see Figure H.5-2 of the technical drawings on file in the city planning department). Such signs must be located so they cannot be obscured by a vehicle parked in the space and so they are visible from the driver's seat of the vehicle parked in the space. Such signs must be located on a permanent supporting post or on an adjacent wall.

6. Parking Spaces.

a. Accessible Parking Spaces. Accessible parking spaces must be a minimum of ninety six inches in width. Parking access aisles shall be part of an accessible route to the building or facility entrance. Two accessible parking spaces may share a common access aisle.

Parking spaces may not exceed a 1:50 slope in all directions. Accessible parking spaces may be angled as long as all other requirements specified in this section are met (see Figure H.6a-1 of the technical drawings on file in the city planning department). Access aisles adjacent to accessible spaces shall be a minimum of sixty inches in width. The spaces shall be eighteen feet in length.

b. Van Accessible Parking Spaces. Van accessible spaces shall be a minimum of ninety-six inches wide and eighteen feet in length and shall be served by an access aisle a minimum of ninety-six inches wide. The access aisle for a van-accessible space must be located on the driver's right hand side of the van as it would be parked in the space. The minimum vertical clearance for van accessible spaces and vehicle routes between van-accessible spaces and the site entrance/exit shall be ninety-eight inches. A sign alerting van users to the presence of the wider aisle is required but the space is not restricted to vans. Parking spaces may not exceed a 1:50 slope in all directions. Van accessible parking spaces may be angled as long as all other requirements specified in this section are met (see figure H.6b-2 of the technical drawings on file in the city planning department). A van accessible space and an accessible space may share an access aisle as long as that aisle is at least ninety-six inches wide.

c. Parking Access Aisles. Parking access aisles must be part of the accessible route to the building and must comply with the accessible route requirements (subsection (H)(2) of this section). Vehicle overhang may not reduce the required width of an accessible route.

d. Universal Parking. An alternative to the provision of separate van accessible spaces is the provision of "universal parking." Universal parking spaces shall be one hundred thirty-

two inches wide with a sixty inch wide access aisle. These stalls do not have to be signed separately for van-accessibility but do need to meet signage requirements set forth in subsection (H)(5) of this section.

7. Protruding Objects. Objects projecting from walls with their leading edges between twenty-seven inches and eighty inches above the finished floor shall protrude no more than four inches into walks, passageways or aisles (see Figure H.7-1 of the technical drawings on file in the city planning department). Objects mounted with their leading edges at or below twenty-seven inches above the finished floor may protrude any amount (see Figures H.2d-1 and H.7-1 of the technical drawings on file in the city planning department). Freestanding objects mounted on posts or pylons may overhang a maximum of twelve inches from twenty-seven inches to eighty inches above the ground or finished floor. Protruding objects shall not reduce the clear width of an accessible route or maneuvering space (see Figure H.7-2 of the technical drawings on file in the city planning department).

8. Passenger Loading Zones. Passenger loading zones shall provide an access aisle at least sixty inches wide and twenty feet long adjacent and parallel to the vehicle pull-up space. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp complying with subsection (H)(3) of this section shall be provided. Vehicle standing spaces and access aisles shall be level with surface slopes not exceeding 1:50 (two percent) in all directions. Any loading zone must maintain a minimum of one hundred fourteen inches of vertical headroom. This one hundred fourteen inch clearance is also required along at least one vehicle route from the passenger loading zone to the site entrance and exit. For purposes of this chapter, valet parking areas shall meet the same requirements as passenger loading zones.

9. Addition of Accessible Parking in Existing Parking Lot

Whenever a parking facility which does not meet the requirements of this subsection H(4), (5) or (6) is re-striped, or when existing parking markings are to be repainted, such parking markings shall be altered to conform to the requirements of this subsection H(4), (5) and (6). If the entity providing the parking facility is required to eliminate one or more parking spaces to comply with this provision, such elimination shall be permitted without requiring a variance to the parking requirements.

a. This provision shall apply only to parking facilities providing for four (4) or more parking stalls.

b. Nothing in this section shall be construed to require the reconstructions of any parking lot to achieve the requisite slope required in the construction of a new parking facility.

I. Residential Requirements. New single-family residential off-street parking shall consist of a driveway, garage, or combination thereof. The parking areas shall be paved to accommodate at least two off-street parking spaces of nine feet by eighteen feet each. The

hard surface improvements on driveways must begin at the street or curb line and either extend to the garage or parking slab or a minimum of fifty feet. All portions of the required paving for parking shall be outside of the public right-of-way.

CITY OF RAPID CITY

Mayor

ATTEST:

Finance Officer

(SEAL)

First Reading:
Second Reading:
Published:
Effective: