

City of Fitchburg
Parking Requirements and Driveway Standards
January, 1996 Revised July 2010

Parking

Parking shall generally be provided in accord with the following standards:

Residential

2 parking stalls (stalls) per dwelling unit.

Commercial

Office: 1 stall per 300 square feet of gross building area
Retail: 1 stall per 300 square feet of area devoted to retail sales
Bowling Alley: 5 stalls per bowling lane
Motels/ Hotels: 1 stall per room or dwelling unit, plus one stall per employee on the largest shift
Auto Service/ Repair: 1 stall per employee, plus 3 stalls for each service bay or stall
Restaurants: 6 stalls per 1000 square feet of gross building area, or one stall for every 3 patron seats, with final level determined by the Plan Commission
Taverns: 1 stall per 50 square feet of area which patrons have access to
Auditoriums/Theaters: 1 stall for every four seats
Swimming Pools: 1 stall for every 75 square feet of water surface, plus one stall per employee

Industrial

Manufacturing: 1.5 stalls per 1000 square feet of gross building area, or .75 stalls per employee on the largest shift, whichever is greater
Warehousing: .75 stalls per 1000 square feet of gross building area, or 1 stall per employee on the largest shift, whichever is greater

Institutional

Day Care: 1 stall per 7 children plus 1 stall per employee on the largest shift
Church: 1 stall per 5 seats

Any uses not herein identified shall have parking standards determined by the Zoning Administrator, and approved by the Plan Commission during design review. The Institute of Traffic Engineer's Parking Generation manual, existing uses and other local area zoning codes may be utilized in making the determination. Mixed uses may utilize the shared parking provisions contained within section 22.105(4)(C) of the Zoning Code. The Urban Land Institute

shared parking model can be used as a guide for mixed use parking arrangements. During Design Review, the Plan Commission may, at their discretion, reduce the number of required parking stalls, or allow land banking for future parking stalls.

Parking Lot Design Standards

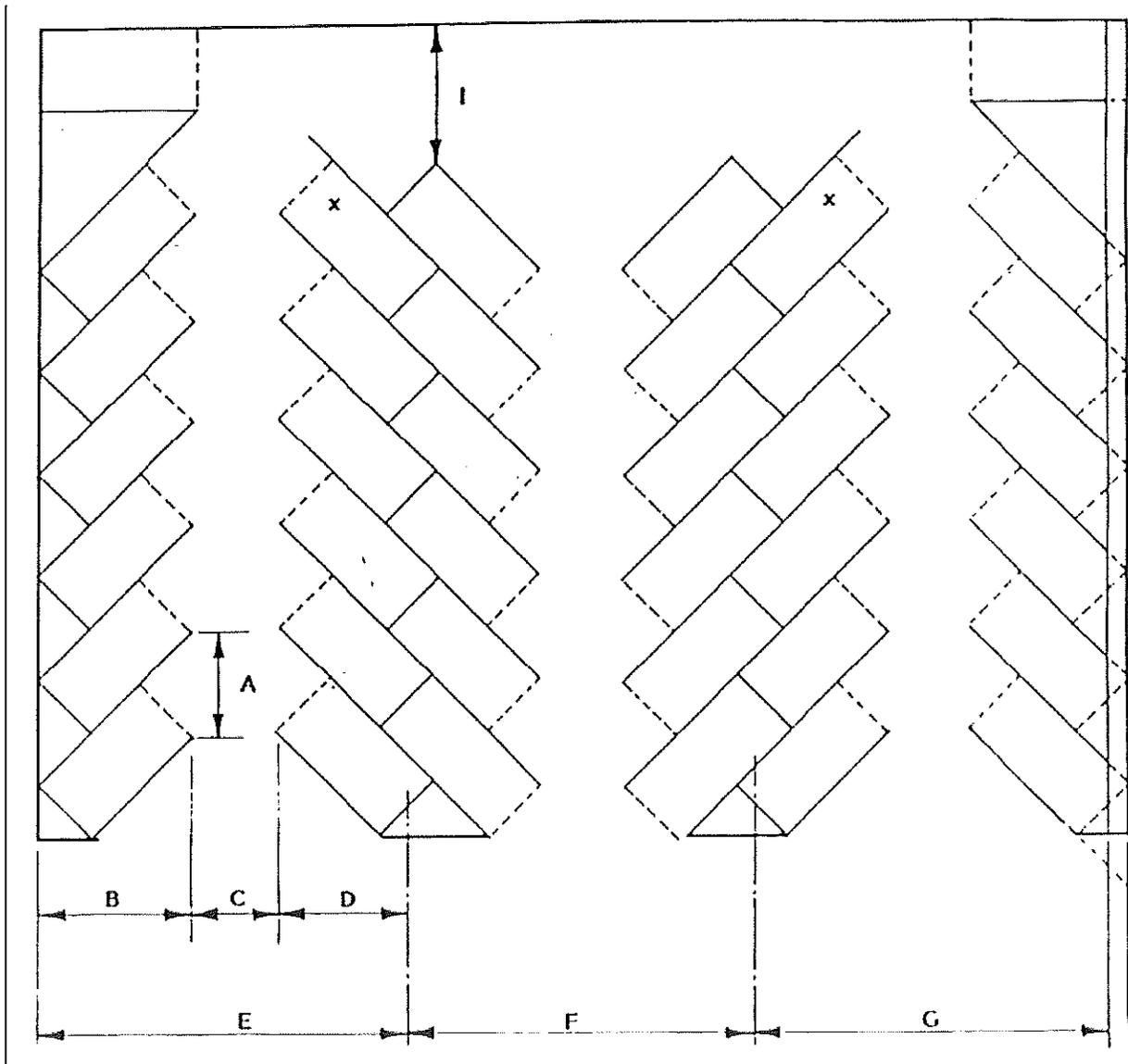
Surfacing and marking. All drive and parking surfaces, except for areas of approved pervious surfacing, shall be hard surfaced and maintained in a dust free condition for all zoning districts, except for the A-X, A-T, R-R, R-D, and P-R. Lots containing more than six stalls shall have the stalls properly marked. The Plan Commission may require hard surfacing of any parking lot where conditional use approval is required for uses in the A-X, A-T, R-R, R-D, and the P-R districts.

Buffer yards. No parking area shall be located closer than 2 feet to side or rear property line. However, all parking areas, depending upon location to other uses, may be required to provide screening in accord with design review by the Plan Commission in which case a greater area than two feet shall be required. The amount of area will depend upon the lay out and type of landscaping proposed. For street right-of-way the minimum buffer yard shall be not less than 5 feet, with a greater distance able to be required by the Plan Commission if planting, landscape design, and snow storage areas so dictate.

Parking stalls. Other than handicap stall requirements, which shall be dictated by state and federal codes, all parking lots in the city shall provide parking stalls in accord with the following table, unless certain exceptions are made during design review for a limited number of small car stalls:

	45°	60°	75°	90°
A. Stall width, parallel to aisle	12.7	10.4	9.3	9.0
B. Stall depth to wall	17.0	18.5	19.0	18.0
C. Aisle width between stall lines	10.0	14.0	21.0	24.0
D. Stall depth, interlock	14.8	17.0	18.3	18.0
E. Module – wall to interlock	41.8	49.5	58.3	60.0
F. Module – interlocking	39.6	48.0	57.6	60.0
G. Modules – interlock to curb	39.8	47.2	55.9	57.5
H. Bumper overhang	2.0	2.3	2.4	2.5
I. Cross aisle – one way	14.0	14.0	14.0	14.0
J. Cross aisle – two way	20.0	20.0	20.0	20.0

x = these stalls may not be used for certain layouts.



Layout and design requirements. All parking and drive areas shall be designed in a coherent and logical manner to provide safe circulation, access for fire and rescue vehicles, and to accommodate mass transit in instances deemed necessary by the Plan Commission. All designs shall be handicap accessible in accord with recognized standards and codes (see ADAAG). The Plan Commission may also require certain commercial parking areas to be designed with appropriate collector promenades. The Plan Commission may also require landscape and berm cross-sections in order to make informed decisions relative to the facility design.

Drainage. Suitable drainage shall be provided to collect and transmit storm water to acceptable drainage or street corridors. The system shall be designed to transmit water away from buildings if a blockage in the transmission system occurs. The inlet and collections system shall be designed to handle and transmit storm water to at the level specified by the City Engineer. Snow storage areas shall be properly engineered ~~designed~~ and integrated into the overall plan with suitable provisions to limit runoff and to control pollutant dispersion to the waterways of the community.

Landscaping and lighting. While landscaping and lighting is controlled more by generally accepted standards than by this document, the following design criteria are set forth: Proper softening of parking and drive areas shall occur, with the sufficient use of canopy trees to reduce heat. Island size shall be suitable to allow for both canopy trees and lower effect landscaping. In some instances berm's may be required to assist in providing a softening of parking and drive areas, and to assist in control of light spillage. Lighting plans shall consider the safety of the immediate area, but preventing light scatter on to adjacent lands. Growth of landscape materials shall be taken into account. Where practicable, light over lap patterns shall respond to site hazard areas such as steps. Foot candle levels shall be appropriate for the type of use, e.g. general parking areas 1 foot candle, .9 FC for sidewalks and 2 FC for pedestrian ways.

Driveway and Access Design Standards--Commercial and Multi-family

Width. Driveway widths at the public street shall generally be 24 feet in width, although a greater width, of up to 30 feet may be approved by the City Engineer, but only where not in conflict with Chapter 25. The width shall be measured at the right of way line and at the curb face.

Access points: In most cases only one access point shall be allowed. If use and traffic flow are such that one access point would prove problematic, the Plan Commission, at the architectural and design approval may grant a second access point, but only where not in conflict with Chapter 25. In no case shall a second access point be granted where there is less than 100 feet of available street frontage. Access points shall be located as far away from the intersection as practicable. Access shall be at 90 degrees to the street whenever possible. Driveways shall be at

two feet from neighboring property lines, but a greater distance will, in most instances, be necessary to accommodate the landscape buffering that is generally required between property line and the site improvements.

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Paul J. Woodard 6-24-10
City Engineer Date

Approved by Plan Commission: July 6, 2010

Paul J. Woodard, P.E. 2-9-96
City Engineer Date

Approved by Plan Commission: 2/6/96