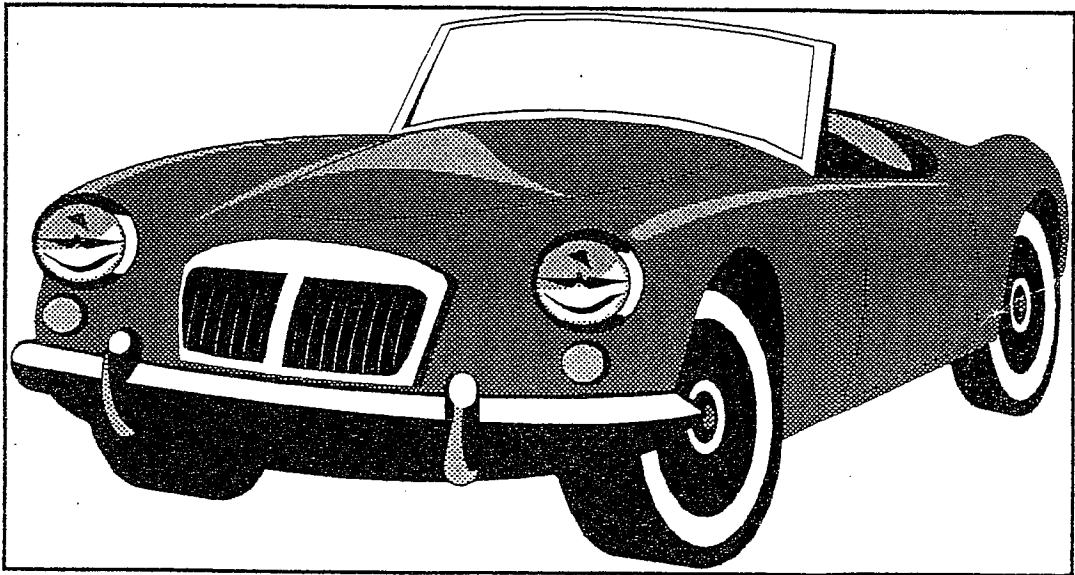


PARKING



REGULATIONS

CHAPTER 17.50: SUPPLEMENTARY REGULATIONS

9. *Provisions for wheelchair ramps.* The growth management director may authorize an exception to allow a wheelchair ramp within a required setback in compliance with the following criteria:

- a. The applicant has submitted a letter from a licensed physician specifying that the wheelchair ramp is necessary to accommodate a resident of the property;
- b. The wheelchair ramp shall be designed so as to encroach into the required setback the minimum distance feasible;
- c. The wheelchair ramp shall not encroach into any recorded easement or into public right-of-way;
- d. The encroachment into the required setback shall be removed when the individual requiring the wheelchair ramp no longer resides on the property or the wheelchair ramp is no longer required; and
- e. The wheelchair ramp shall be designed and constructed in accordance with the applicable provisions of the Americans with Disabilities Act (ADA).

(Ord. 4094 (part), 2004: Ord. 4014, 2004: Ord. 3753 (part), 2001: (Prior code Appendix A, Art. V (§ 4))

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 §§ 17.50.100 and 17.50.105 of this code, the Rapid City planning commission or Rapid Common 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) 2-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 1 year.
 2. A use is expanded when:
 - a. An existing building or structure is enlarged by 20% 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 20% or more, as determined by the current building codes adopted by the City of Rapid City;
 - c. A use is expanded by 20% 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

<i>Land Use Building Type</i>	<i>Parking Spaces Required</i>
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	4.00 per 1,000 SFGFA
(With Drive-Up Teller)	plus 03.00 per drive-through lane ^d

Carpet Store	2.60 per 1,000 SFGFA
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
Tire Sales and Service Facility	4.00 per 1,000 SFGFA, service bays shall count as a parking space
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.
<p>NOTES TO TABLE:</p> <p>^a–Numbers include spaces required for employee and staff parking.</p> <p>^b–Parking spaces used for customer and employee parking exclusive of automobile display area.</p> <p>^c–Passenger unloading zones shall not conflict with parking stalls or aisles and shall have adequate ingress and egress.</p> <p>^d–Stacking in drive-through lanes shall count as 1 space per 23 linear feet of striped stacking lane. Service windows or bays shall not be counted as stacking.</p> <p>^e–Square footage shall be the total square footage of the combined usable floors as measured by outside building Dimensions.</p>	

^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: 5 parking spaces per 1,000 square feet gross floor area;
- b. Industrial district: 1¾ parking spaces per 1,000 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 9 feet in width and 18 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 2 feet of the stall length may overhang the curb. Stalls may overhang sidewalks provided 4-foot wide usable sidewalks are retained and public rights-of-way are not encroached upon.

2. *Aisle length.* Parking lot aisles of over 150 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 30-foot vehicle with a 42-foot turning radius.

TABLE 17.50.270F.2.

<i>REQUIRED MINIMUM OFF-STREET PARKING DIMENSIONS</i>					
<i>Parking Angle (Degrees)</i>	<i>Stall Length</i>	<i>Stall Width</i>	<i>Aisle Width (1-way)</i>		<i>Aisle Width (2-way)</i>
90°		18'	9'	26'	26'

60°	18'	9'	18'	20'
45°	18'	9'	12'	20'
30°	18'	9'	10'	20'
0° (parallel)	22'	9'	10'	20'
NOTE TO TABLE: Exception: Ninety-degree parking immediately off an alley requires 10 feet by 20 feet stalls and the aisle width of 20 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 300 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 § 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 1 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 50% 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 300 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 or her designee and in accordance with the city's off-street parking requirements. Entrances and exits shall in no case be less than 10 feet nor more than 40 feet in width or 14 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 1- or 2-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 1- and 2-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, any parking facility which does not meet the standards set forth in subsections H.4.–H.6. of this section shall be made to comply with subsections H.4.–H.6. of this section 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, § 17.50.300. Tree planting in the right-of-way is permitted as provided in § 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 6 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 12 feet. Not less than 50% of the required landscaping for the subject lot shall be placed within the parking lot or within 20 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 15 feet. Fifty percent or more of the required landscaping for the subject lot shall be located in the parking lot or within 20 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 25% 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 1 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 1 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 36 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 60 inches wide. Passing spaces shall be at least 60 inches by 60 inches and spaced at no more than 200-foot intervals. A T-intersection of 2 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 80 inches of vertical headroom along the route must be provided. If less than 80 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 1/4 inch do not require edge treatment. Changes in level between 1/4 and 1/2 inch shall be beveled with a slope no greater than 1:2. Changes in level greater than 1/2 inch shall require a ramp at least 36 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 36 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 30 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 6 inches; and (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of 3 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 36 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 60 inches clear; (c) if ramps change directions then the landing size shall be 60 by 60 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 6 inches or a horizontal projection greater than 72 inches.

3. *Ramps.* The least possible slope shall be used for any ramp. The maximum rise for any run shall be 30 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 6 inches; (b) a slope between 1:8 and 1:10 is allowed for a maximum rise of 3 inches. No slope steeper than 1:8 is allowed. The minimum clear width

of a ramp shall be 36 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 60 inches clear; (c) if ramps change directions then the landing size shall be 60 by 60 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 6 inches or a horizontal projection greater than 72 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 8 accessible spaces but always at least 1 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.

<i>Required Number of Accessible Spaces</i>	
<i>Total Parking in Lot</i>	<i>Required Minimum # of Accessible Spaces</i>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
<i>Required Number of Accessible Spaces</i>	
<i>Total Parking in Lot</i>	<i>Required Minimum # of Accessible Spaces</i>
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 10% 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% 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 96 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 60 inches in width. The spaces shall be 18 feet in length.

b. *Van-accessible parking spaces.* Van-accessible spaces shall be a minimum of 96 inches wide and 18 feet in length, and shall be served by an access aisle a minimum of 96 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 98 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 96 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 132 inches wide, with a 60-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 27 inches and 80 inches above the finished floor, shall protrude no more than 4 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 27 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 12 inches, from 27 inches to 80 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 60 inches wide and 20 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 (2%) in all directions. Any loading zone must maintain a minimum of 114 inches of vertical headroom. This 114-inch clearance is also required along at least 1 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 subsections H.4., H.5. or H.6. of this section, is re-striped, or when existing parking markings are to be repainted, such parking markings shall be altered to conform to the requirements of subsections H.4., H.5. or H.6. of this section. If the entity providing the parking facility is required to eliminate 1 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 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 2 off-street parking spaces of 9 feet by 18 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 50 feet. All portions of the required paving for parking shall be outside of the public right-of-way.

(Ord. 5519 (part), 2009; Ord. 5147, 2006; Ord. 4094 (part), 2004; Ord. 3873, 2002; Ord. 3826 (part), 2002; Ord. 3753 (part), 2001; (Ord. 3424, 1998; Ord. 3263, 1996; Ord. 3254, 1996; Ord. 3212, 1995; Ord. 3216, 1995; Ord. 3217, 1995; Ord. 3198 (part), 1995; Ord. 3031, 1993; Ord. 2872 (part), 1991; prior code Appendix A, Art. V (§ 5))

17.50.280 Storage and parking of trailers and commercial vehicles.

A. *Allowed storage.* Vehicles and trailers of all types, including commercial, travel, boat, camping, storage and hauling, shall not be parked or stored on any lot occupied by a dwelling or on any lot in any residential or commercial district except in accordance with the following provisions and with § 10.40.200:

1. *Stall Location.* All recreational vehicles, travel trailers and hauling trailers shall be parked or stored behind front yard setback line(s) when they are to remain stationary for more than 72 hours. The vehicle(s) and trailer(s), when combined with the principal and accessory buildings, shall not occupy more of the lot than allowed for under the district lot coverage

provisions. Further, vehicle and/or trailer parking/storage pads shall be graveled or hard surfaced to eliminate dust, mud or weeds. Vehicles which are to remain stationary for more than 72 hours shall not serve as temporary or permanent sleeping quarters for any person.

2. **Parking Conflicts.** Off-street parking stalls required for passenger vehicle shall not be occupied by recreational vehicles, travel trailers or hauling trailers, resulting in increased on-street parking.

3. **Clear Sight Triangle.** At no time shall a motor vehicle, recreational vehicle, travel trailer or hauling trailer be parked in the boulevard, across a sidewalk, or within the 10-foot clear sight triangle as described in § 17.50.270.

(Ord. 3913, 2003: Ord. 3753 (part) 2001: Ord. 2872 (part), 1991: prior code Appendix A, Art. V (§ 6))

17.50.290 Off-street loading and unloading requirements.

In all commercial or industrial districts, except the central business district (CBD), and on the same premises with every building devoted to retail trade, retail and wholesale food market, warehouse, supply houses, wholesale or manufacturing trade, hotels, hospitals, laundries, dry cleaning establishments or other buildings where large amounts of goods are received or shipped, there shall be provided and maintained on the lot adequate space for vehicle standing, loading and unloading. The space shall be adjoining to the opening used for loading and unloading and situated to avoid undue interference with the use of streets, alleys and public access easements.

A. **Loading Spaces Required.** All commercial and industrial uses shall provide and maintain the following off-street loading spaces:

<i>Use (square feet of gross floor area)</i>	<i>Loading Spaces</i>
0-20,000	1
20,001 - 40,000	2
40,001 - 60,000	3
60,001 - 80,000	4
80,001 - 110,000	6
over 110,000	There shall be provided 1 additional off-street loading and unloading space for each additional 40,000 square feet of gross floor area (SFGFA), or fraction thereof, in excess of 110,000 SFGFA.

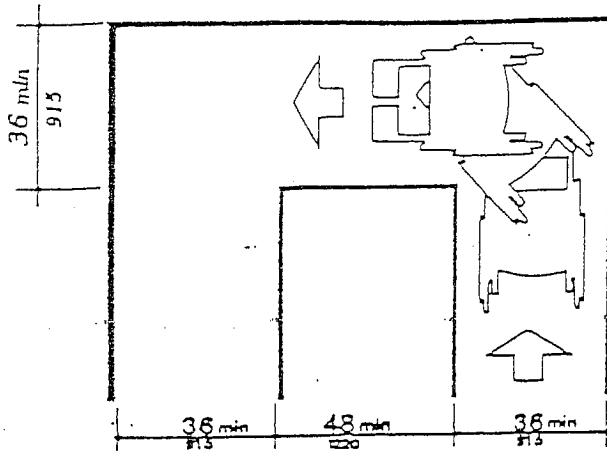
B. *Loading space layout and access.*

1. The minimum size of loading spaces shall be 12 feet in width, 40 feet in length and 14 feet in vertical clearance.
2. All permanent off-street loading, unloading and maneuvering areas shall be paved per the *Minimum Standards for Construction of Parking Lots* approved June 16, 1980.
3. Off-street dock areas shall be located so that trucks using the docks do not encroach upon any public right-of-way, street or alley, and entrances and exits shall be located to minimize traffic congestion.
4. An off-street loading or unloading area for commercial and industrial vehicles shall be large enough to meet minimum turning radii of the outside wheel paths listed in the following table:

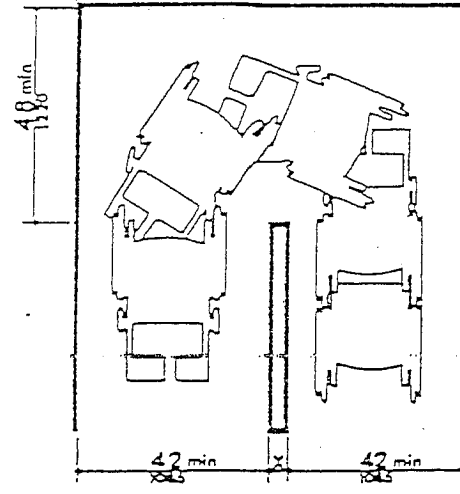
<i>Vehicle Type</i>	<i>Outside Turning Radius</i>
Single-unit truck	42'
Semitrailer (intermediate)	40'
Semitrailer	45'

(Ord. 3872 (part), 2002: Ord. 2872 (part), 1991: prior code Appendix A, Art. V (§ 7))

Figures H.2(b)-1 and H.2(b)-2



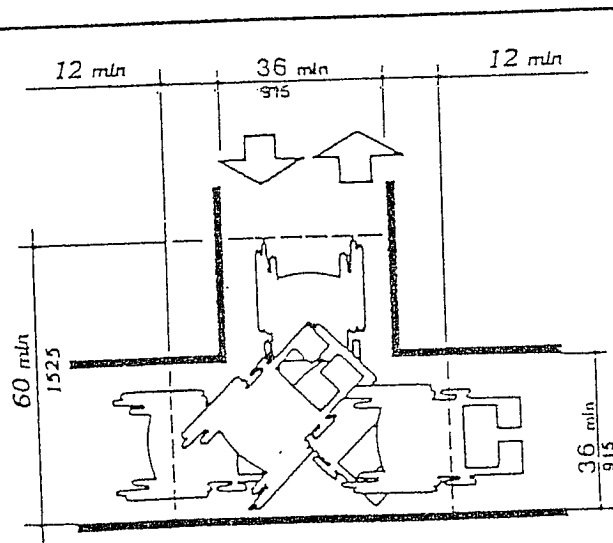
(a)
90° Turn



NOTE: Dimensions shown apply when $x < 48$ in (1220 mm).

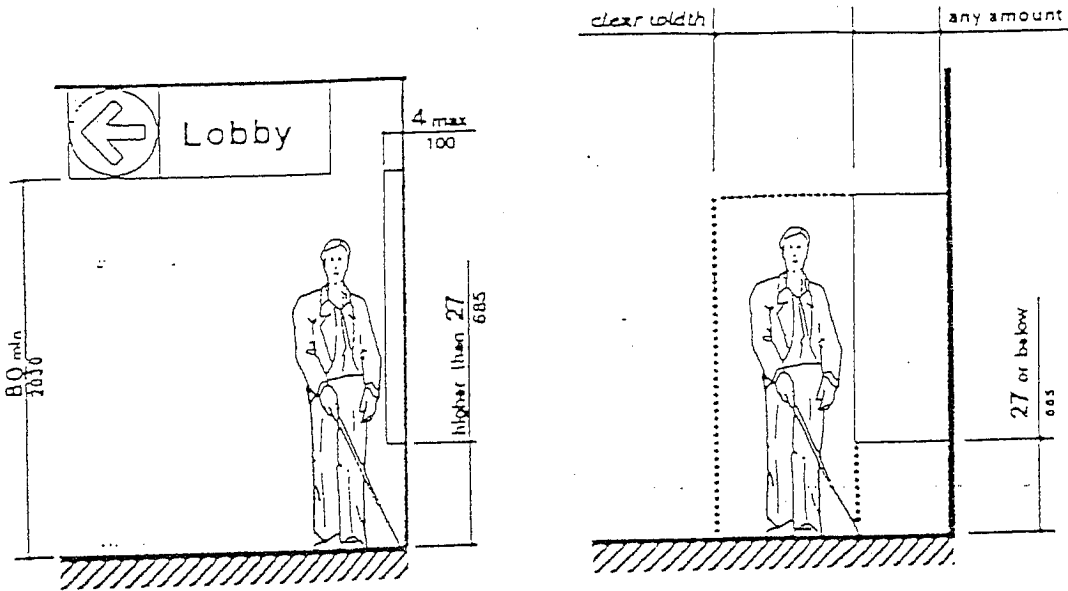
(b)
Turns around an Obstruction

Figures H.2(c)-1



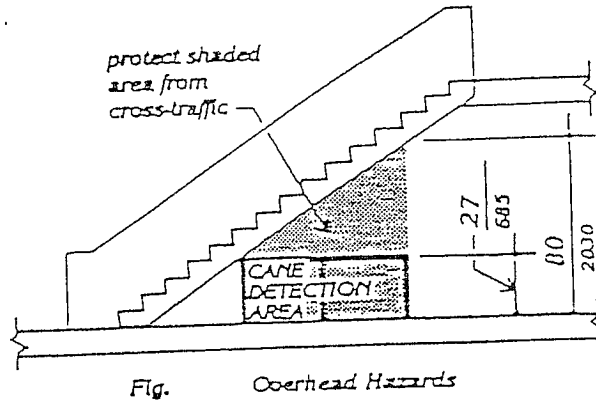
T-Shaped Space for 180° Turns

Figure H.2(d)-1

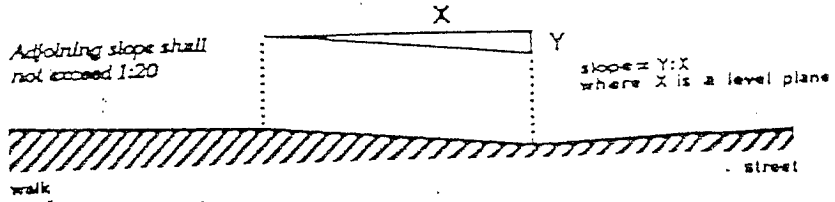


Walking Parallel to a Wall

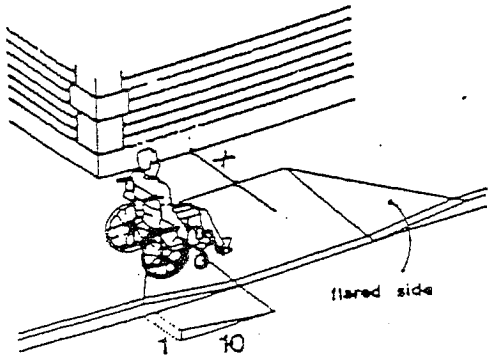
Figure H.2(d)-2



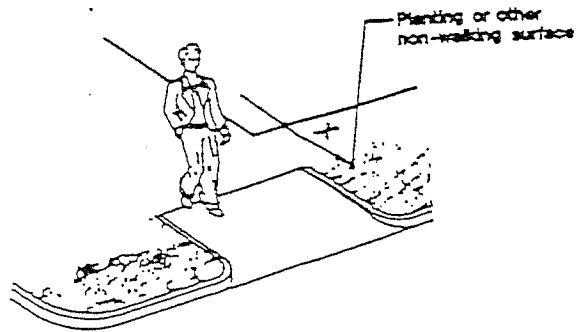
Figures H.2(g)1-(g)4



Measurement of Curb Ramp Slopes



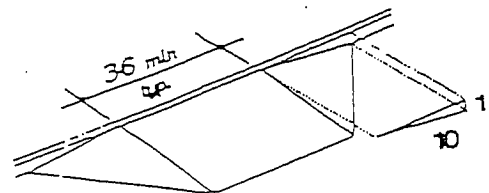
(a)
Flared Sides



(b)
Returned Curb

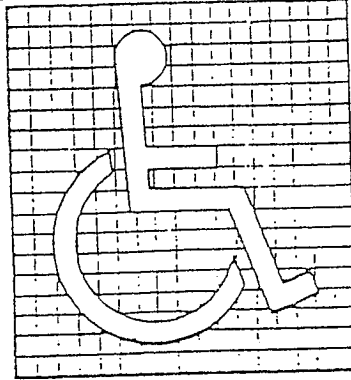
If X is less than 48 in.,
then the slope of the flared side
shall not exceed 1:12.

Sides of Curb Ramps



Built-Up Curb Ramp

Figure H.5-1



(a)

Proportions
International Symbol of Accessibility



(b)

Display Conditions
International Symbol of Accessibility

Figure H.5-2



Figure H.6a-1

Features of Accessible Parking Spaces for Cars

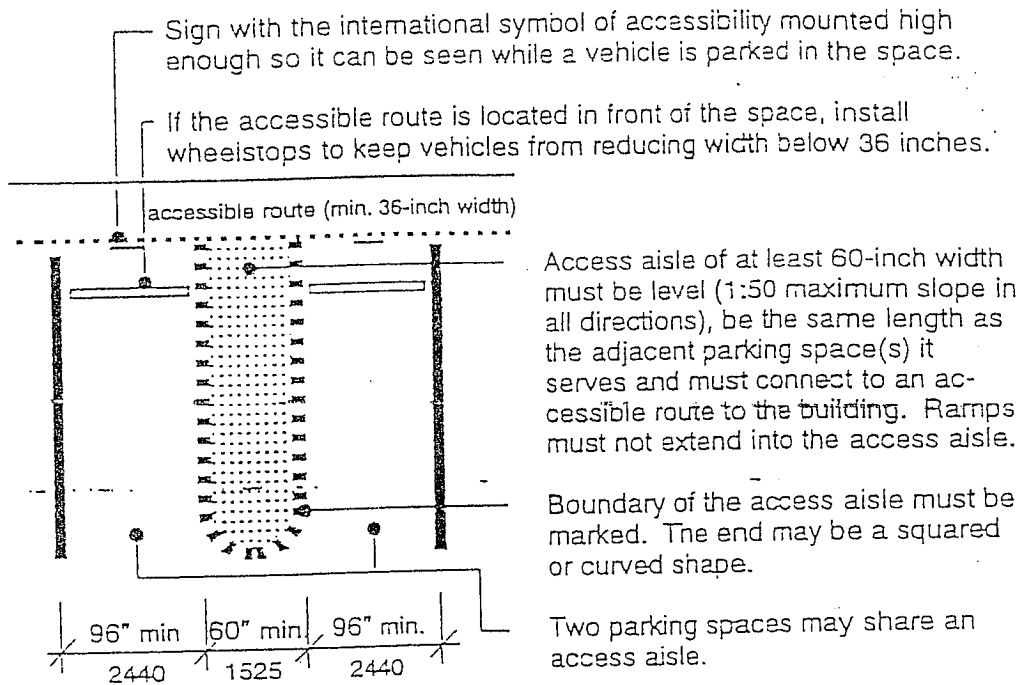


Figure H.6b-2

Three Additional Features for Van-Accessible Parking Spaces

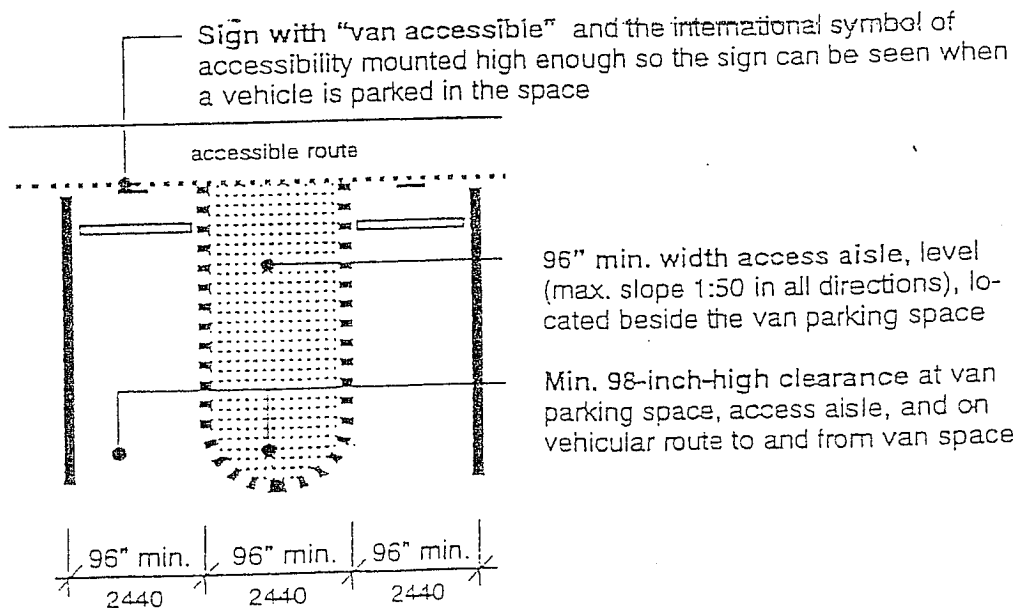
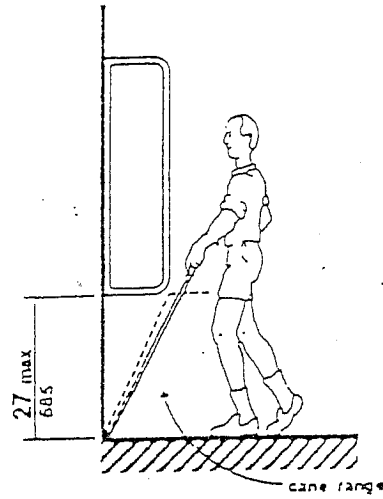
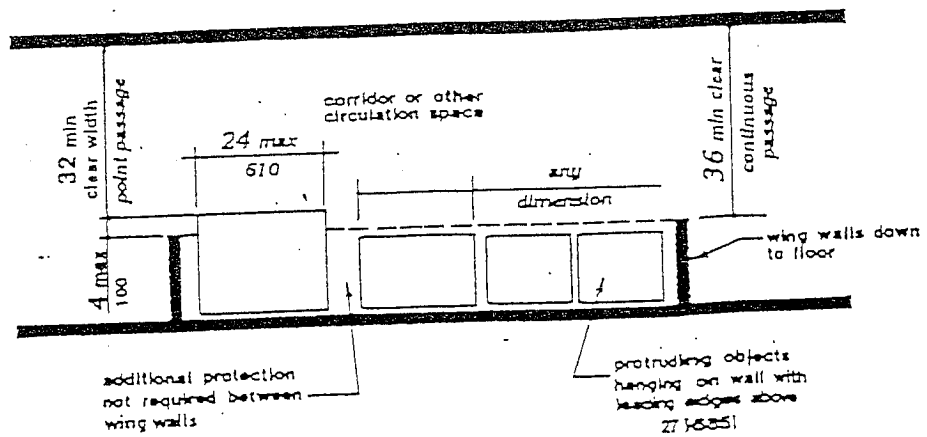


Figure H.7-1



Walking Perpendicular to a Wall

Figure H.7-2



Example of Protection around Wall-Mounted Objects and Measurements of Clear Widths

ORDINANCE 1976

AN ORDINANCE AMENDING SECTION 5(B)(5) OF ARTICLE V OF APPENDIX A OF THE REVISED ORDINANCES OF THE CITY OF RAPID CITY TO REQUIRE ASPHALT OR PORTLAND CEMENT CONCRETE PAVING OF PARKING LOTS AND DRIVEWAYS.

BE IT ORDAINED by the City of Rapid City that Section 5(B)(5) of Article V of Appendix A of the Revised Ordinances of the City of Rapid City be amended to read as follows:

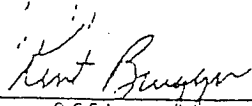
(b) All areas devoted to off-street parking shall be of sealed-surface construction and maintained in such manner that dust will not result from continuous use. From and after the 1st day of October, 1980, any parking lot or driveway constructed, improved, or otherwise converted for use as a parking lot or driveway shall be paved with asphalt or Portland cement concrete in accordance with the standards prescribed by the City Engineer, approved by the Common Council of the City of Rapid City on September 2, 1980, and on file in the office of the Finance Officer; provided, however, the City Engineer, may in his sound discretion and in conformance with sound engineering practice, approve the use of a single or multiple layer chip seal on an asphalt primed four inch compacted gravel base for low use intensity parking lots.

THE COMMON COUNCIL



Mayor

ATTEST:



Finance Officer

(SEAL)

First Reading: June 2, 1980
Second Reading: September 15, 1980
Published: September 19, 1980
Effective: October 9, 1980

CITY OF RAPID CITY
SOUTH DAKOTA 57701

In the Beautiful Black Hills



PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
22 MAIN STREET
RAPID CITY, SOUTH DAKOTA 57701
Telephone: (605) 394-4154

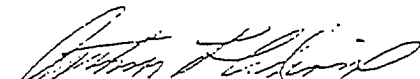
PAVING STANDARDS FOR CONSTRUCTION
OF OFF-STREET PARKING AREAS

From and after the 1st day of July, 1980, all off-street parking areas paved or required to be paved shall be paved in conformance with the details shown on the attached sheet, "Minimum Standards for Construction of Parking Lots", dated June 16, 1980. Deviation shall be permitted only with the written approval of the City Engineer.


City Engineer

Approved and adopted this 16th day of JUNE, 1980.

THE COMMON COUNCIL

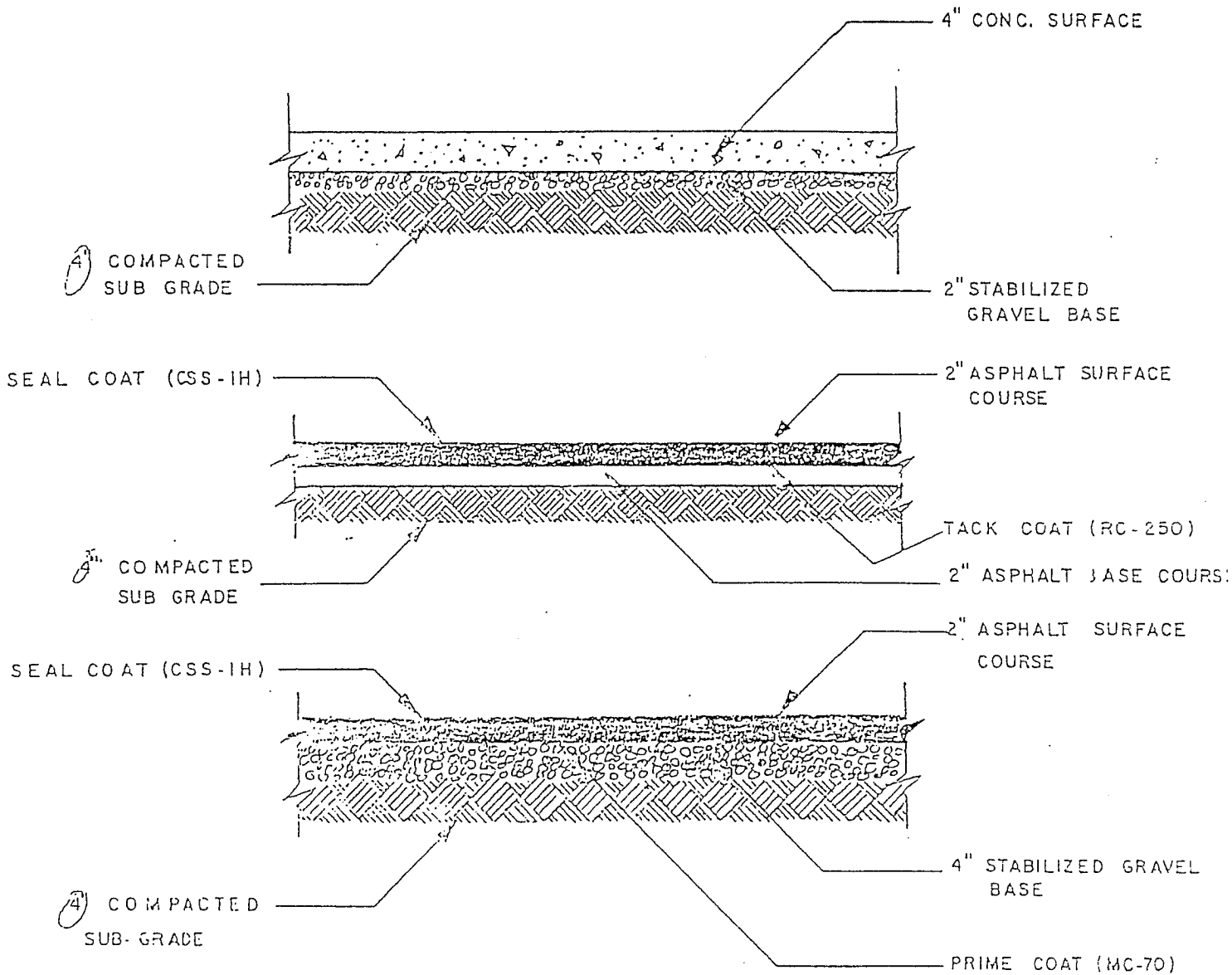

Mayor

ATTEST:


Finance Officer

(SEAL)

MINIMUM STANDARDS FOR CONSTRUCTION OF PARKING LOTS



CITY OF RAPID CITY

DATE 6/16/80

PARKING

STALL
LENGTH

STALL
WIDTH

AISLE STALL
TO STALL

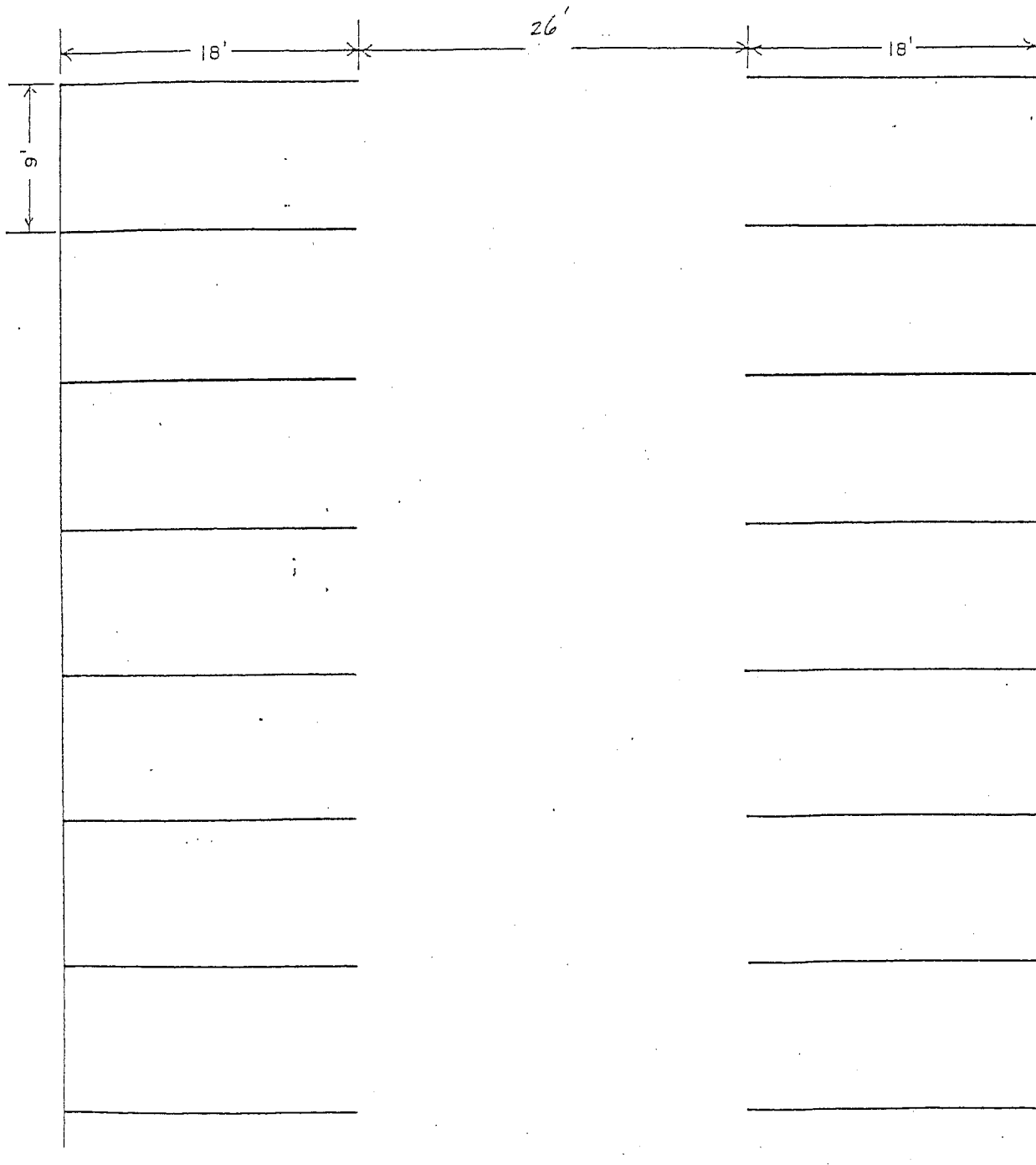
90°

18'

9'

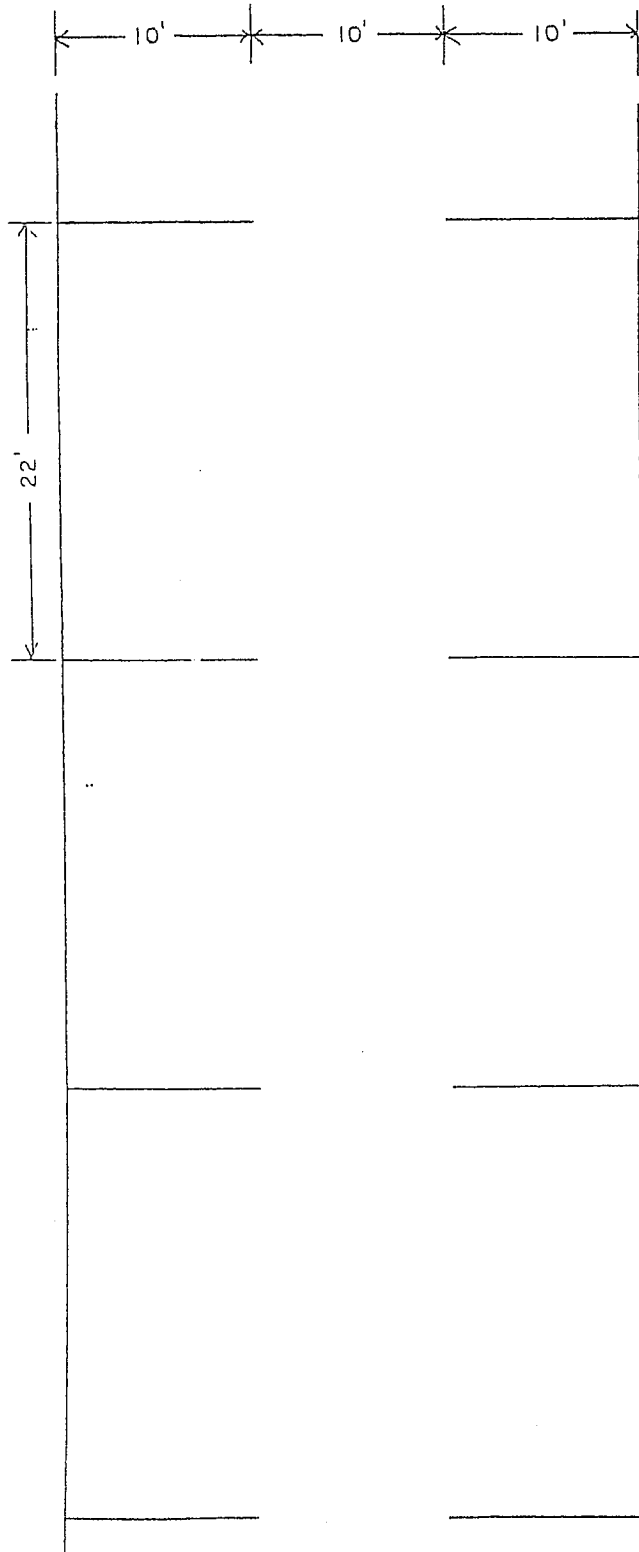
~~9'~~
26'

SCALE
1" = 10'



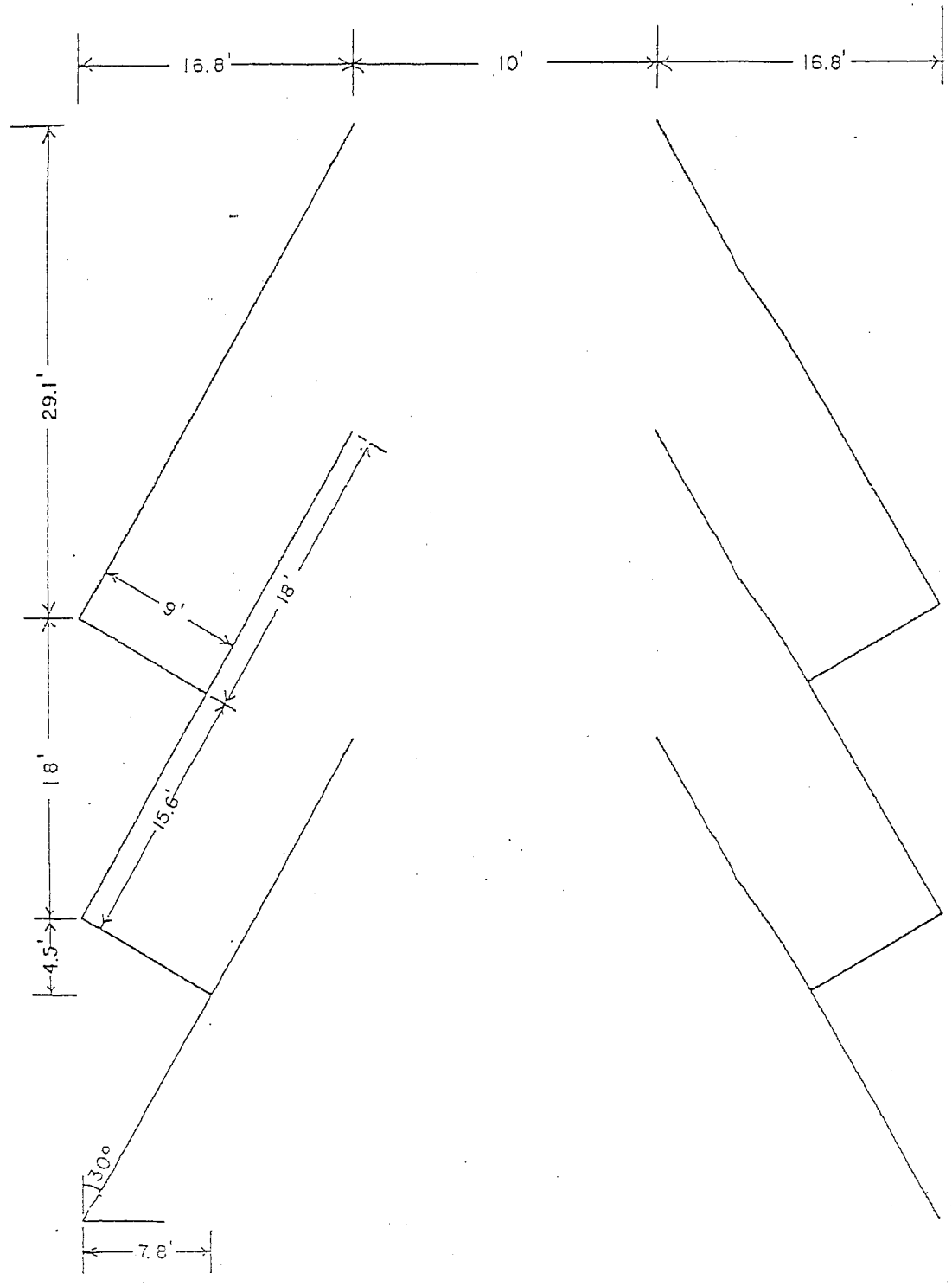
<u>PARKING</u>	<u>STALL LENGTH</u>	<u>STALL WIDTH</u>	<u>AISLE STALL TO STALL</u>
PARALLEL	22'	10'	10'

SCALE
1" = 10'



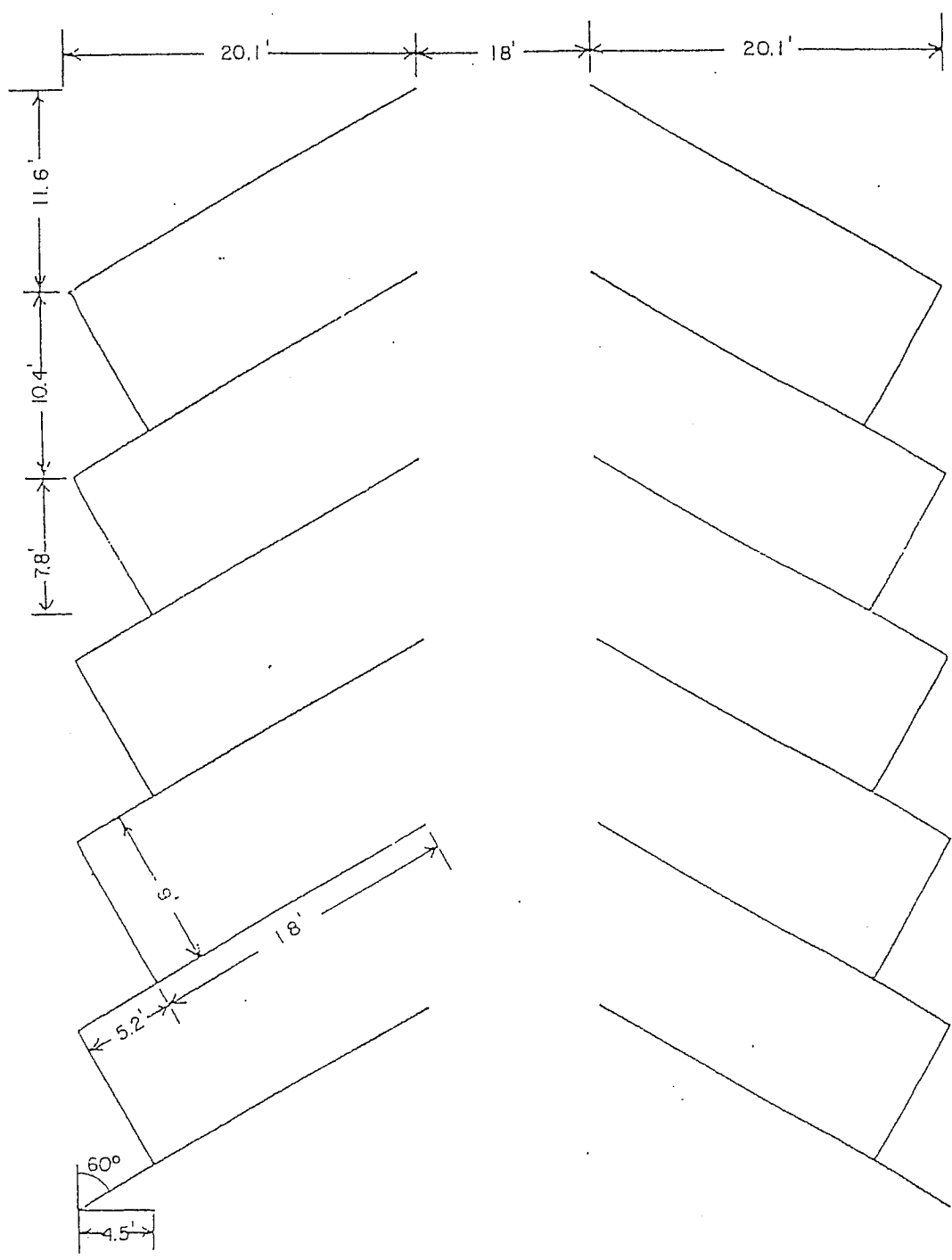
<u>PARKING</u>	<u>STALL LENGTH</u>	<u>STALL WIDTH</u>	<u>AISLE STALL TO STALL</u>
30°	18'	9'	18'

SCALE
1" = 10'



<u>PARKING</u>	<u>STALL LENGTH</u>	<u>STALL WIDTH</u>	<u> AISLE STALL TO STALL</u>
60°	18'	9'	10'

SCALE
1" = 10'



<u>PARKING</u>	<u>STALL LENGTH</u>	<u>STALL WIDTH</u>	<u>AISLE STALL TO STALL</u>
45°	18'	9'	11'

SCALE
1" = 10'

