

Section 21-07.05 Off-Street Loading Regulations.

Intent – These Off-Street Loading Regulations are intended to provide for the provision of *off-street loading areas* which are adequate to support the needs of the proposed *use* and future *uses* of a site while at the same time assuring that the design and construction of such *off-street loading areas* meet minimum design standards necessary to provide efficient circulation and prevent undue traffic congestion.

(a) Loading for Buildings, Structures or Uses.

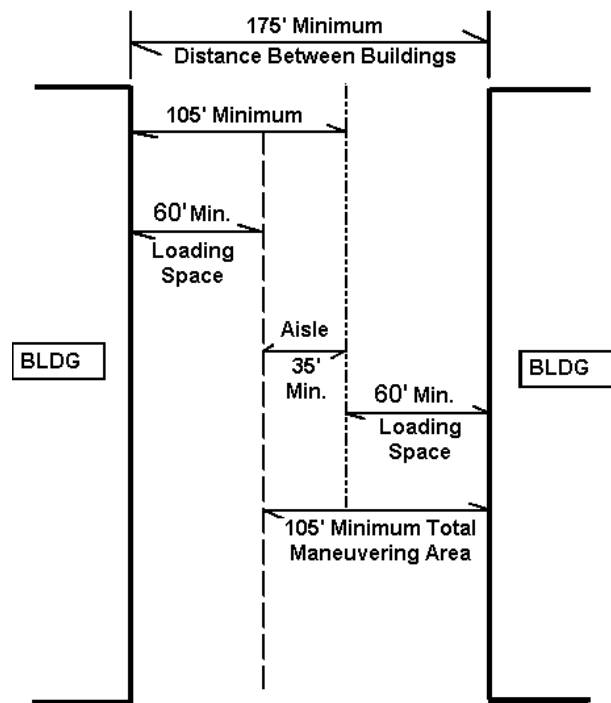
All commercial / mixed use or industrial development or conversions of *use* for which an *improvement location permit* is required by this Ordinance shall provide *off-street loading areas* in accordance with the following regulations.

(b) Design and Construction of Loading Areas.

The design and construction of all required *loading spaces* or excess *loading spaces* shall be in compliance with the stricter of the regulations contained in this Section 21-07.05, (b), or the minimum specifications prescribed by the Board of Public Works.

The following standards shall apply to the design of *off-street loading areas*:

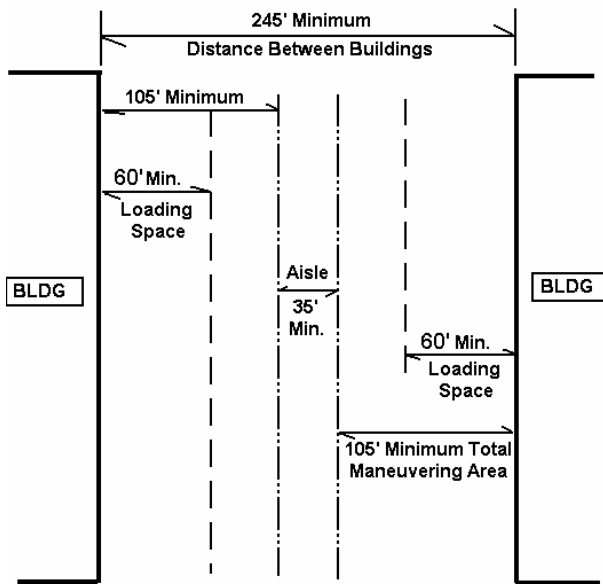
- (1) Loading Space Dimensions – A required or excess *off-street loading space* shall be at least twelve (12) feet in width by at least sixty (60) feet in length, exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least fourteen (14) feet.
- (2) Minimum Aisle Width – Each required *off-street loading space* shall open directly upon an aisle or *interior access drive* with a width of at least thirty-five (35) feet and creating a total maneuvering area, inclusive of the *loading space*, of at least one-hundred and five (105) feet, unless subject to the provisions of sub-Section (4), below regarding excess *loading spaces*.



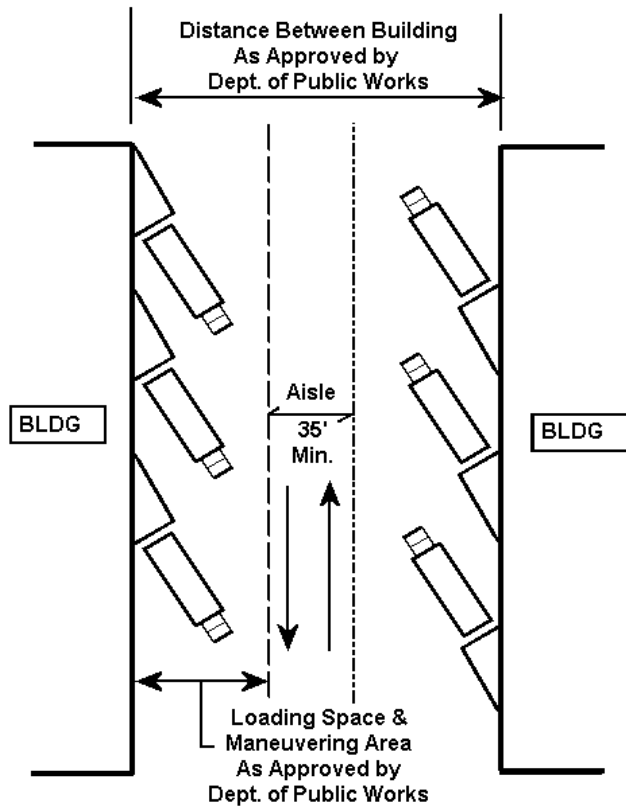
Loading Area Design

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- (3) Maneuvering – Each maneuvering area, aisle and *interior access drive* utilized to access a required *loading space* or an *excess loading space* shall be so designed and located as to provide safe and efficient ingress/egress to each *loading space* and so that trucks do not back from or into a *public street*, or onto an adjoining property (unless the subject property and the adjoining property are located within the same *integrated center or industrial park* and such maneuvering area is subject to a recorded easement allowing such maneuvering).
- (4) Design of Excess Loading Areas - Any *use* which provides *loading spaces* at a rate of: greater than four (4) *loading spaces*; and, more than two (2) times the minimum required by this Ordinance, shall provide a total maneuvering area of at least one-hundred and five (105) feet which is separate and distinct from the minimum aisle width requirement of thirty-five (35) feet.



Design of Excess Loading Areas



Alternate Design for Loading Areas

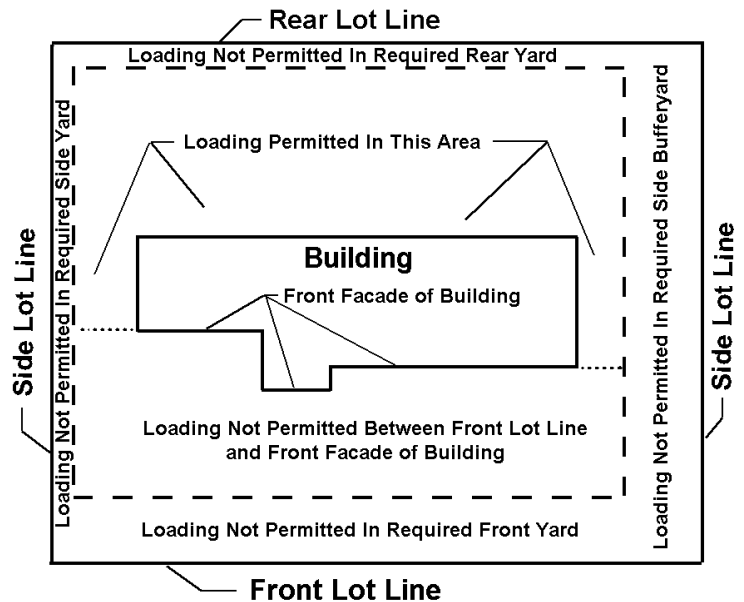
- (5) Alternate Design for Loading Areas – In those instances where insufficient area exists to provide for perpendicular *loading spaces* as allowed by sub-Section (b)(2) or sub-Section (b)(4), above, angled or parallel *loading spaces* may be proposed, provided:

- (A) the design of such *loading area* shall include either a one-way traffic pattern or orients the *loading spaces* so that traffic flow from the *loading spaces* is in the direction of traffic movement on the side of aisle on which the *loading spaces* are located;
- (B) the *loading spaces* are accessed by an aisle or *interior access drive* having a width of not less than thirty-five (35) feet plus sufficient maneuvering area outside of the aisle of the *interior access drive*, based upon the angle of the *loading spaces*, to provide safe and efficient maneuverability; and,
- (C) the design of such angled or parallel *loading spaces* shall be subject to the approval of the Department of Public Works.

(c) Location of Off-Street Loading Spaces.

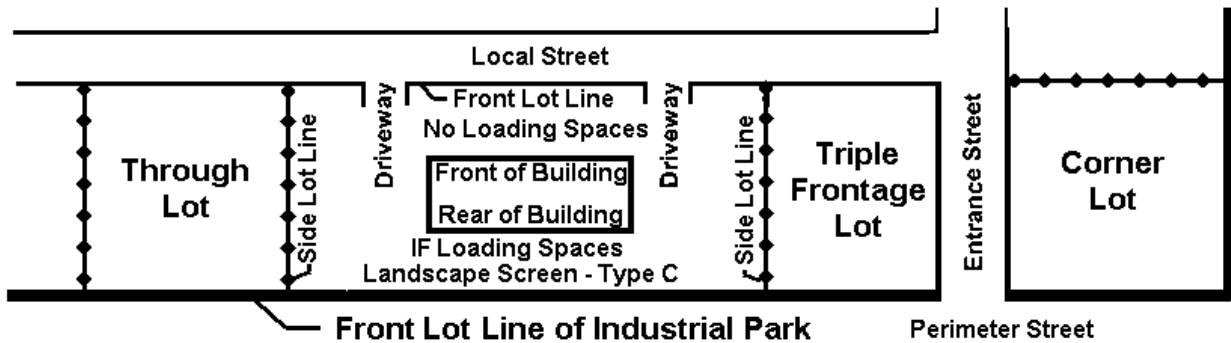
(1) All *off-street loading spaces* shall be located on the same *lot* as the *use* served.

(2) No *off-street loading spaces* shall be located between the *front lot line* and the front facade of any portion of the *building* served, provided, however, in the case of a *double frontage lot*, *off-street loading spaces* may be located between a *front lot line* of a perimeter *street* and the rear of the *building* served if: no *access* is provided across such *front lot line*; and, the *yard* between the *off-street loading spaces* and such *front lot line* is landscaped in compliance with the regulations of Section 21-07.01 – Landscape Regulations for a Type C: Full Screening landscaping.



Locations for Off-Street Loading Spaces

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Location of Off-Street Loading Areas on a Through Lot (Screening Required)

- (3) All *off-street loading spaces* shall be oriented toward a *side lot line* or *rear lot line*.
- (4) No *off-street loading spaces* shall be located in a required *side yard*, required *rear yard*, required *side residential bufferyard* or required *rear residential bufferyard*.
- (5) Office, professional services, retail or other non-industrial *uses* may provide one (1) required *loading space* per building in a "pull-off" *loading area* located adjacent to an *interior access drive*. A "pull-off" *loading area* shall not be subject to the prohibition against being located between the *front lot line* and front facade of any portion of the *building* served set forth in sub-Section (3), above.



Pull-Off Loading Area

(d) Use of Required Loading Area.

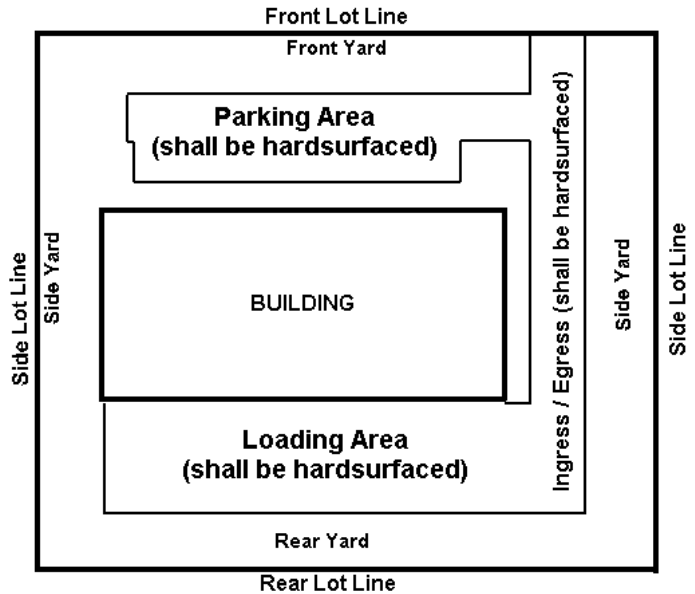
Space allocated for required or excess *off-street loading spaces* and associated maneuverability shall not be used to satisfy *off-street parking space* requirements.

(e) **Surface of Loading Areas.**

All *off-street loading areas* and the ingress/egress to and from such *off-street loading areas* located on such *lot* shall be hard surfaced with asphalt, concrete or other material to provide a durable dust-free surface.

(f) **Special Regulations for Gasoline Service Stations.**

The site design of any *gasoline service station* shall provide for the safe and efficient ingress and egress to the site for fuel delivery vehicles and an area for such fuel delivery vehicles to park while unloading which does not interfere with or impede ingress or egress to or from any *public street*, required *parking spaces* or any *gasoline sales area*.



Hard Surfacing of Loading Area Required

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(g) Minimum Number of Off-Street Loading Spaces.

Off-street loading spaces for all *buildings* or *uses* shall be provided in accordance with the minimum requirements set forth in Table 21-07.05 A.

Table 21-07.05-A: Required Off-Street Loading		
<i>Use</i>	<i>Gross Floor Area of Building (Square Feet) *</i>	Required Number of Loading Spaces
Office / Professional Service	# 10,000	0
	10,000 – 100,000	1
	100,000 – 200,000	2
	Each Additional 200,000 or portion thereof	1 Additional
Retail	# 10,000	0
	10,000 – 25,000	1
	25,000 – 60,000	2
	60,000 – 120,000	3
	Each Additional 100,000 or portion thereof	1 Additional
Industrial	# 10,000	0
	10,000 - 40,000	1
	40,000 - 100,000	2
	100,000 - 200,000	3
	Each Additional 200,000 or portion thereof	1 Additional
Other Non-Residential	# 10,000	0
	10,000 – 100,000	1
	Each Additional 100,000 or portion thereof	1 Additional

* Interpretation of Numbers: Number ranges shall be interpreted as follows:
"Over ##,###, and less than or equal to ##,####".