

Article 10

PARKING AND LOADING STANDARDS

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ARTICLE 10: PARKING AND LOADING STANDARDS

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ARTICLE 10: PARKING AND LOADING STANDARDS

SECTION 1 - PURPOSE

- 10.1.1 The purpose of this Article is to regulate the number of required off-street vehicular parking spaces so as to provide for the needs of occupants, customers, visitors or others involved in the use or occupancy of any building, structural improvement or place of assembly. This eliminates the undue use of the surface street system for parking purposes; to promote and protect the public health, safety, comfort, convenience and general welfare; and to grant and define the administrative powers and duties necessary to enforce this Article.
- 10.1.2 It is also the purpose of this Article to require allocation of sufficient off-street/on-site loading facilities by business and industry that ensures that the loading and unloading of vehicles will not interfere with traffic flow or block roadways and/or fire lanes.

SECTION 2 - APPLICABILITY

- 10.2.1 The provisions of this Article shall apply to all development within the corporate limits of the City, except as otherwise provided herein.
- 10.2.2 **Exemptions:** Existing parcels with frontage on the 300 East to 400 West blocks of Main Street are exempt from on-site parking requirements. New construction is not exempt and will be addressed with the site plan review.
- 10.2.3 Any building, improvement or use of land approved or erected after the effective date of this Article shall include the necessary off-street parking spaces, and/or require off-street/on-site loading facilities subject to all controlling features of this Article, in the number and dimensions hereinafter stipulated.
- 10.2.4 Whenever any building, improvement, or use of land is proposed to be changed to a new use (whether conforming or non-conforming), the provisions of off-street/on-site parking and/or off-street loading facilities shall be required for the new use so approved.
- 10.2.5 If any building, improvement, or use of land is to be repaired, renovated, altered, expanded, or redeveloped and should the cost of aforesaid changes exceed fifty (50) percent of the fair market value of the building improvement or land, (prior to such repair, renovation, alteration, expansion, or redevelopment), the parking space requirements and off-street/on-site loading facilities set forth in this Article for the new use shall be provided.
- 10.2.6 The terms of this Section shall not be construed to apply to the parking of vehicles in a front yard or side yard where such parking is permitted in conjunction with temporary special events open to the public that may be designated from time to time by the City Council.
- 10.2.7 This Article shall be cumulative of all ordinances of the City except where the provisions of this Section are in direct conflict with the provisions of such ordinances, in which event conflicting provisions of such ordinances are hereby repealed.

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SECTION 3 - GENERAL PROVISIONS

- 10.3.1 In this ordinance, the rules of application set forth below shall be observed and applied except where otherwise specifically provided herein.
- A. All partial space requirements for the total number of parking spaces required shall be rounded to the next highest number of usable parking spaces, and shall be non-stacked.
 - B. Temporary parking lots for model homes may be asphalt.
 - C. No approval shall be granted for any building improvement or use of land, including building permits, Certificates of Occupancy, or any other approval in any form, until a plot plan showing such off-street/on-site parking is submitted and approved by the Chief Building Official or designee.
 - D. Any parking facility available to the general public on a permanent basis shall be designated as a Parking Area, shall be improved in accordance with the requirements of this Article, and shall be designed in accordance with the standards established in [Appendix D](#). Any improvement, whether on the surface, below or above grade, shall be constructed in conformance with the local Building Code and such other codes and ordinances as may, in whole or in part, apply to the provisions of vehicular parking space under this ordinance.
 - E. Any Parking Area shall be continually maintained in satisfactory condition so as to be safe and attractive and free of any hazard, nuisance or other unsafe condition.
 - F. Any building, improvement or use of land approved or erected after the effective date of this Ordinance shall include the necessary off-street parking space, subject to all controlling features of this Article for the type of use and zoning district in which such use may be located.
 - G. No parking facility which is a part of any building, improvement or use of land, whether on the same lot as the principal use or on a separate lot, shall neither be reduced in size below the minimum number of spaces required for such principal use, nor shall exceed the maximum permitted number of spaces for those principal uses defined in [Section 10.7.2.A](#), including any and all accessory uses set forth in this Ordinance, except as provided in Article 10 "Parking and Loading Standards", [Section 13 "Waivers and Exceptions"](#). This Section shall not be construed to mean that existing parking structures at grade, below grade or above grade cannot later be adapted to conform to current requirements, as amended, provided under this Ordinance.
 - H. No parking space or maneuvering space to be provided under the terms of this Ordinance shall be located within the right-of-way of any street, roadway or public alley.
 - I. All provisions of the Unified Development Code, Building Code, Plumbing Code, Electrical Code or other codes, regulations, ordinances or adopted procedures of the City applicable to parking shall apply to each and every phase of the parking requirements as applicable, except where such requirement may be waived in this Ordinance or by special action of the City Council or the Director of Planning or designee, as prescribed in this Ordinance.

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- J. The stipulated minimum parking space requirement set forth in this Ordinance may be reduced by the Development Review Committee, based upon the written findings of a qualified parking consultant, that the particular use(s) involved are adequately served by regularly scheduled public transportation that will provide levels of service such that the use of private passenger vehicles will be significantly reduced.
- K. If Lighting is provided, reference Article 10 “Parking and Loading Standards”, **Section 16 “Glare and Lighting Standards”**.
- L. All parking spaces shall be accessible at all times from a street, alley, aisle, or driveway intended to serve such off-street parking.
- M. Refer to **Article 8, “Landscape and Screening,”** of the Unified Development Code (UDC) for landscaping requirements in parking areas.
- N. Non-residential parking areas shall be used for passenger and service vehicles only and in no case shall be used for sales, repair work, dismantling or service of any vehicles or equipment.

SECTION 4 - MINIMUM PAVEMENT CONSTRUCTION ON OR WITHIN NON-RESIDENTIAL PRIVATE PROPERTY

- 10.4.1 All off-street access drives, fire lanes and parking lots, not including drive approaches, shall be constructed to these minimum standards. Certain soil conditions or circumstances may warrant additional strengths, thickness and standards that would exceed the following specified minimums.
- 10.4.2 Additional standards, strengths and designs would be the responsibility of the developer or contractor.
- 10.4.3 All non-residential private access drives, fire lanes and parking lots and all multi-family private access ways, drives, fire lanes and actual parking stalls or spaces shall be concrete and constructed of:
 - A. A minimum five (5) inches of 3000 PSI (5-sack mix minimum) concrete with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This shall be placed on top of minimum six (6) inches depth of six (6) percent by volume lime stabilized sub grade compacted to ninety-five (95) percent standard proctor density; or
 - B. A minimum five (5) inches of 3000 PSI (5-sack mix minimum) concrete with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This shall be placed on top of a minimum of six (6) inches in depth of crushed stone base which meets the Standard Specifications for Public Works Construction, North Central Texas Item 2.1.3.(b); or,
 - C. A minimum six (6) inches of 4000 PSI (5-sack mix minimum) with number three (#3) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). This

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shall be placed on top of scarified and recompactd sub grade compacted to a depth of 8” to 95% standard protector density at optimum moisture.

- D. Saw joints, expansion joints, expansion joint materials, seals and joint spacing shall be appropriately placed and/or provided.
- 10.4.4 The City's Building Inspection Department will check applicable concrete forms, thickness requirements of the concrete and inspect for the necessary steel reinforcement, as specified by this Ordinance prior to placement of concrete on site.
- 10.4.5 When intended use, soil classifications, characteristics and conditions occurring on a site warrant an alternative concrete design for pavement thickness, specifications of materials and sub grade improvements may be submitted to the City for consideration under the following conditions:
- A. Any such alternative concrete design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the intended use (loading) of the pavement and the soil and/or sub grade conditions on location for the project. The engineering design and specifications submitted to the City may be reviewed by the City Engineer or designee. If the alternate concrete design is determined to be acceptable for its intended use, it may be utilized for construction purposes. Prior to the acceptance of the paving, the owner shall submit a letter from the engineer of record stating that the project has been installed according to his plans and specifications. The engineer shall be licensed to practice civil engineering in the State of Texas.
- 10.4.6 Alternate Pavement Type for Non-Residential Development
- A. Alternate pavement types such as asphalt may be specifically approved as an exception to the concrete standard. The minimum section shall be structurally equivalent to the minimum required concrete section and any such alternate pavement type design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the intended use (loading) of the pavement and the soil and/or sub grade conditions and improvements.
 - B. The use of this alternate pavement type shall be subject to approval by the City Engineer or designee. Approval for the use of an alternate pavement type may include, but not be limited to, the un-weighted application of the following criteria:
 - 1. The alternate pavement design exhibits similar structural and maintenance characteristics as that of the required concrete paving specified in [Section 10.4.4.](#), as determined by the City Engineer or designee, for the type of use (loading) proposed.
 - 2. The property for which the alternate paving is proposed is accessed from an asphalt paved street, and more than 50% percent of the lots facing said asphalt paved street, as measured between two intersecting streets, are paved with a dust free surface other than concrete.

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3. The property for which the alternate paving is proposed is not planned to be utilized for the driving, parking and storage of heavy commercial vehicles, motor buses, equipment or similar type vehicles with more than two wheel axils.

10.4.7 Minimum Pavement Standards and Requirements for Vehicle Sales Lots

Each new car lot and each used car lot or place of business for the sale of trucks or other motor vehicles existing or hereafter established in the city shall conform to the minimum standards established for required parking areas for non-residential development.

No vehicle displayed for sale upon a lot shall be parked within three (3) feet of the right-of-way line abutting public streets or other public property, or within one (1) foot of any private property line and permanent metal or concrete wheel bumper curbs shall be installed to enforce the setback requirements.

SECTION 5 - MINIMUM PAVEMENT CONSTRUCTION ON OR WITHIN PUBLIC RIGHT-OF-WAY

10.5.1 Minimum concrete pavement construction for drive approaches:

- A. Residential - Drive approaches within City right-of-way shall be constructed with a minimum six (6) inches of 4000 PSI (5-sack mix minimum) concrete with number four (4) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). Saw joints, expansion joints, expansion joint materials, seals and joint spacing should be appropriately placed and/or provided.
- B. Non-Residential: Drive approaches within City rights-of-way shall be constructed of a minimum six (6) inches of 4000 PSI (5-sack mix minimum) concrete with number four (#4) steel reinforcement (rebar) twenty-four (24) inches on center both ways (perpendicular). When being constructed in conjunction with a new parking lot, the concrete would be placed on top of a minimum of six (6) inches depth of six (6) percent by volume lime stabilized sub grade compacted to ninety-five (95) percent standard proctor density. Saw joints, expansion joints, expansion joint materials, seals and joint spacing should be appropriately placed and/or provided.

10.5.2 The City's Engineering Division will check applicable concrete forms, thickness requirements of the concrete and inspect for the necessary steel reinforcement, as specified by this Ordinance, prior to placement of concrete on site.

10.5.3 When soil classifications, characteristics and conditions occurring on a site warrant an alternative concrete design for pavement thickness (minimum 6"), specifications of materials and sub grade improvements may be submitted to the City for consideration under the following conditions:

- A. Any such alternative concrete design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the soil and/or sub grade conditions on location for said project. Said engineering concrete designs and standards submitted to the City shall be reviewed by the Director of Public Works or designee and if determined to be acceptable may be utilized for construction purposes. If the plans deviate from this ordinance

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then, the owner shall submit for approval a plan signed and sealed by an engineer showing the extent of paving and sufficient details and material descriptions as necessary to construct the paving. Prior to the acceptance of the paving, the owner shall submit a letter from the engineer of record stating that the project has been installed according to his plans and specifications. The engineer shall be licensed to practice civil engineering in the State of Texas.

- B. The use of this alternative method shall be subject to approval by the City Engineer or designee, with the use of said alternative method to be at the expense of the developer and/or contractor.
- C. The implementation, construction and/or placement of said drives and parking facilities in conformance with and under any alternate design standards are entirely the responsibility of the developer and/or contractor. Testing for conformance of said alternate designs and standards and/or City minimum standards may be conducted by the City and if found to be substandard or in non-compliance to the alternate design specification or minimum City standards, costs for said tests shall be charged back to said developer and/or contractor. Non-conforming portions or areas of drives or parking areas shall be removed and replaced at the developer's and/or contractor's expense.

10.5.4 Alternate Pavement Type

- A. Alternate pavement types, such as asphalt, may be specifically approved as an exception to the concrete standard. The minimum section shall be structurally equivalent to the minimum required concrete section. Any such alternate pavement type design and specifications must be developed, signed and sealed by a licensed professional engineer taking into account the intended use (loading) of the pavement and the soil and/or sub grade conditions. Improvements to include 6" of 6% of volume either lime or cement stabilized sub grade compacted to 95% standard proctor density, placed on top of scarified and re-compacted soil compacted to a depth of 6" to 95% of standard proctor density at optimum moisture. The engineering design and specifications submitted to the City shall be reviewed by the Director of Public Works or designee. If the alternate pavement type is determined to be acceptable for its intended use, it may be utilized for construction purposes. Prior to acceptance of the paving, the owner shall submit a letter from the engineer of record stating that the project has been installed according to his plans and specifications. The engineer shall be licensed to practice civil engineering in the state of Texas.
- B. The use of this alternative method shall be subject to approval by the City Engineer or designee, with the use of said alternative method to be at the expense of the developer and/or contractor.
- C. The implementation, construction and/or placement of said drives and parking facilities in conformance with and under any alternate pavement type design standards are entirely the responsibility of the developer and/or contractor. Testing for conformance of said alternate pavement type designs and standards and/or City minimum standards may be conducted by the City and if found to be substandard or in noncompliance to the alternate pavement type design specification or minimum City standards, costs for said tests shall be charged back to said developer and/or contractor. Nonconforming portions or areas of drives of parking areas shall be removed and replaced at the developer's and/or contractor's expense.

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SECTION 6 - RESIDENTIAL OFF-STREET/ON SITE PARKING REQUIREMENTS

- 10.6.1 It is the intent that all residential off-street and on site parking be provided on an approved paving surface in accordance with all applicable City codes and ordinances.
- 10.6.2 All new driveways and residential paving projects require the approval of a building permit.
- 10.6.3 It shall be illegal for any person to park or to allow to be parked on any property under their control any automobile, bus, truck, motorcycle, motor home, camper, trailer, boat or any vehicle on any portion of a front, side or rear yard of any area which is zoned or used for residential purposes unless:
- A. The area is part of a front driveway or parking area constructed of poured concrete, or concrete / brick pavers, installed to City standards, or
 - B. The area is part of a side or rear yard which is enclosed by a screening fence at least six (6) feet in height and so constructed that no person can see through into the area surrounded by the fence, and that said fenced area is paved with approved parking surface which may include, but not be limited to concrete, asphalt, brick or stone paving units, cellular grass paving system, or other similar dust free paving material resistant to surface fracture.
 - C. If regular access to the side or rear yards causes rutting, ponding, or other severe deterioration of the grass covered rear or side yards, an improved driveway access shall be required.
 - D. Where screened rear or side yards are used for vehicle storage, access drives shall be required and shall be constructed of concrete, brick or stone paving units, cellular grass paving, or other similar dust free paving material resistant to surface degradation.
- 10.6.4 An asphalt driveway may be constructed at the front of a lot for residential off-street parking in single family detached development only if the property for which the asphalt paving is proposed is accessed from an asphalt paved street, and more than 50% percent of the driveways for lots facing said asphalt paved street, as measured between two intersecting streets, are paved with a hard, dust free surface other than concrete (**reference** 10.6.7: *Asphalt Paving*).
- 10.6.5 Maintenance of all driveways in residential districts shall be the responsibility of the owner of the property served by the driveway. The City reserves the right to inspect these installations at the time of construction and any time thereafter. Upon inspection, the surface shall be free of holes and other defects that would cause further deterioration or impede vehicular movement. The Chief Building Official, or designee, may require any changes, maintenance, or repair as may be considered necessary to provide for the safety and protection of life on private property or public property adjacent to the street. The cost of changes, maintenance, or repairs shall be borne by the owner of the property served by the driveway.
- 10.6.6 Non-conforming driveways may continued to be utilized as long as they are maintained in good operational condition as determined by the Chief Building Official and do not create a hazard or a public nuisance, except as follows.

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- A. If a residential property is redeveloped, and the costs exceed more than 50 percent of the value of the property, the parking and paving requirements must be brought up to current development requirements and shall no longer be considered a non-conforming condition.
- B. If the use of a residential property is changed to a non-residential use, the parking and paving standards for the new use must comply with current paving and parking requirements specified for the new use.

10.6.7 Residential Driveway and Paving Construction Standards:

Concrete Paving: Concrete paving shall be the required standard for residential driveways placed at the front of a residential lot. Concrete driveways shall be constructed with a 4 inch depth of 4000 PSI concrete (5 sack mix) with #3 bars at 24 inch centers both ways. Specific construction details are available in the Building Inspections division.

Concrete Paver: Concrete pavers are allowed at the front drive entry and at the rear of residential property per Section 10.6.3.B. In the front, interlocking concrete or brick paving stones, at least two inches thick, shall be placed on a layer of bedding sand over a 4 inch compacted base of crushed stone or a cement treated base. The 4 inch compacted base requirement shall not be required for paver installations located at the rear of the property.

Asphalt Paving: Asphalt paving is allowed at the front of residential properties per Section 10.6.4 and at the rear of a residential lot per Section 10.6.3.B. Asphalt paving shall be constructed with a minimum of 4 inches of asphalt. Two (2) inches of Type D HMAC on top of two (2) inches of Type B HMAC on 4 inches of an established base of crushed stone, cement treated base, or soil cement base. HMAC shall be compacted, leveled and installed per standard industry practice.

Cellular Grass Paving System: A concrete or plastic cellular grid paving system, planted with grass, may be used in the side and rear yard for vehicle storage and as an improved access surface to storage areas. Installations shall include an approved stabilized base and sand or gravel cushion as required by individual product specifications.

Gravel Surfaces: New gravel or crushed stone driveways and paving surfaces are not permitted within residential districts in the City of Grand Prairie. Existing non-conforming driveways shall be maintained with compressed gravel or compacted crushed stone within a distinct border and shall be maintained with a minimum surface to base depth of 4 inches.

10.6.8 Exceptions or Appeals to allow alternate paving standards in residential districts may be submitted to Zoning Board of Adjustment & Appeals upon satisfaction of the following criteria:

- A. The material proposed is generally accepted for residential paving uses and is not subject to excessive surface fracture. The standard proposed is equivalent to existing standards.
- B. The standard proposed does not visually detract or adversely affect surrounding property.

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- C. The request is not submitted subsequent to a nuisance complaint or a requirement to repair or maintain an existing drive.

10.6.9 Definitions:

Circular driveway: A driveway with two points of access to a public street which may serve a garage or other approved parking surfaces.

Curb radius: The connection of a private driveway and its intersection with a public street by means of a circular arc. Arc size is determined by City ordinance and its termination at the street must stop at the limits of the property served.

Driveway: A private roadway or parking surface that is legally permitted, conforms to city standards, and provides access between private land uses and public streets or alleys. Minimum driveway width is 18 feet.

Illegal Driveway: Any driveway which has not been legally permitted or previously established by legal long term use as a non conforming driveway. Illegal driveways shall be discontinued and required to conform to current development standards.

Non-Conforming Driveway: Any driveway which does not conform to the provisions of this section but legally existed as a conforming driveway prior to the adoption of this section of the Unified Development Code.

SECTION 7 - OFF-STREET PARKING REQUIREMENTS

10.7.1 The following standards represent the minimum number of parking spaces to be provided for each of various land uses. Where questions arise concerning the minimum off-street/on-site parking requirement for any use not specifically listed, the requirements may be interpreted as those of a similar use by the Director of Planning or designee. All parking spaces are to be non-stacked, and shall meet the minimum width and depth requirements established in [Appendix D](#).

- A. **Computation:** In computing the parking requirements for mixed uses, the total parking requirements shall be the sum of the specific requirements for each class of use included in the building or development.
- B. **Exception:** Parking requirements shall be calculated according to the primary use of the building or occupancy unless the total accessory uses exceeds twenty percent (20%) of the gross floor area. If the total accessory uses exceed twenty percent (20%) of the gross floor area, the parking calculation shall then be the sum of each of the uses.

10.7.2 Schedule of On-Site Parking Requirements

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Unless otherwise specified, all square footage stated shall mean "gross building area".

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- A. The total number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification.

For example, for a 31,000 SF retail use parked at 1 space per every 275 SF:

$$31,000 \text{ SF} / 275 \text{ SF} = 113 \text{ minimum required spaces; then,}$$

$$(113 \text{ spaces}) \times (1.15) = 130 \text{ maximum permitted spaces.}$$

Use Classification	Minimum Spaces
Residential:	
Agricultural (A) and Mobile Home	Two (2) Spaces Per Dwelling Unit, Non-Stacked
Single Family: SF-E, SF-1, SF-2, SF-3, SF-4, SF-5, SF-6, SF-ZLL	Two (2) Spaces in a Garage Per Dwelling Unit, Non-Stacked
Single Family: SF-A, SF-T	Two (2) spaces per dwelling in a garage building attached to the dwelling unit or (2) parking spaces per dwelling situated within a common parking area that serves multiple units within a townhome complex. Guest parking shall be provided at One (1) space for each five (5) units for townhome complexes (subject to the provisions of Article 10.7.5).
Travel Trailer / RV Park	One (1) Space for Trailer and One (1) Space for Towing Vehicle
Multi-Family	<ul style="list-style-type: none"> ✓ 1½ Spaces Per Each One (1) Bedroom Unit ✓ Two (2) Spaces Per Each Unit Containing Two (2) Bedrooms or More ✓ Subject to the Provisions of Article 10.7.4
Fraternity / Sorority Houses	<ul style="list-style-type: none"> ✓ 1½ Spaces Per Each One (1) Bedroom Unit ✓ Two (2) Spaces Per Each Unit Containing Two Bedrooms or More
Rooming / Boarding Houses / College Dorm	1½ Spaces Per Room
Hotel or Motel	One (1) Space Per Rooming Unit + Four (4) Spaces
Senior Assisted Living	½ Space Per Unit Plus One (1) Space for 300 Square Feet of Office, Administrative and Employee Areas

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Use Classification	Minimum Spaces
Institutions:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
<i>Correctional</i>	One (1) space per ten (10) residents plus public space as determined by the Development Review Committee (DRC).
<i>Philanthropic and Charitable</i>	One (1) Space Per 300 Square Feet
<i>Hospital</i>	One (1) space per 1½ beds, plus 1 space per staff doctor, plus one (1) space per 1¼ employees at peak shift.
<i>Convalescent Nursing Home</i>	<ul style="list-style-type: none"> ✓ One (1) Space Per Four (4) Beds ✓ One (1) Space for Each Employee
<i>Clinic / Health Related</i>	(See Offices)
<i>Retirement Center</i>	<ul style="list-style-type: none"> ✓ ½ Space Per One (1) Bedroom Unit ✓ One (1) Space for Two (2) Bedroom and Larger Units
<i>Animal Hospital / Kennel</i>	One (1) Space Per 250 Square Feet.
<i>Library / Museum</i>	One (1) Space Per 800 Square Feet.

Use Classification	Minimum Spaces
Educational Religious:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
<i>Elementary School</i>	Two (2) spaces per classroom where on-street parking is available. Schools with access only to arterials or without the availability of on-street parking shall provide 2½ spaces per classroom.
<i>Junior High School</i>	3½ Spaces Per Classroom
<i>Senior High School</i>	One (1) Space Per 1½ Students, Plus One (1) Space Per Faculty and Staff
<i>College / University</i>	One (1) Space Per Six (6) Students
<i>Church / Synagogue / Mosque</i>	One (1) Space Per Three (3) Seats

Use Classification	Minimum Spaces
Offices:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
<i>Government and Post Offices</i>	One (1) Space Per 375 Square Feet, Plus One (1) Space For Each Fleet Vehicle
<i>Banks, Professional, and General Offices</i>	One (1) Space Per Each 325 Square Feet
<i>Clinics, Rehabs, and Health Related Offices (Medical, Dental, etc.)</i>	One (1) Space Per 200 Square Feet

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Use Classification	Minimum Spaces
Amusement / Recreation:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
<i>Private Club / Fraternal Lodge</i>	One (1) Space Per 200 Square Feet
<i>Country Club / Golf Course</i>	One (1) Space Per 50 Square Feet of Clubhouse or 100 Spaces Per 9 Holes, Whichever is Greater
<i>Stadium / Auditorium / Assembly Hall</i>	One (1) Space Per Four (4) Seats
<i>Community Center, Recreation Center, Health Club (Commercial / Private), Bingo Parlor, or Race Track</i>	One (1) Space Per Three (3) People Per Maximum Occupancy Capacity
<i>Bowling Alley</i>	Five (5) Spaces Per Alley
<i>Skating Rink</i>	One (1) Space Per 100 Square Feet
<i>Dance Hall</i>	One (1) Space Per 100 Square Feet
<i>Outdoor Amusement</i>	One (1) Space Per Four (4) People Per Expected Design Capacity
<i>Indoor Amusement</i>	One (1) Space Per 200 Square Feet
<i>Swimming Pool (Commercial / Private)</i>	One (1) Space Per 100 Square Feet of Pool Area.
<i>Racquetball Facility</i>	Four (4) Spaces per Racquetball Court Plus One (1) Space Per 100 Square Feet of Additional Area Utilized for Subsidiary Use Minus Racquetball Court Area.
<i>Theater (Indoor), Dinner Theater</i>	One (1) Space Per Four (4) Seats (One Screen/ or Stage) or One (1) Space Per Six (6) Seats (Two [2] More Screens and/or Stages)

Use Classification	Minimum Spaces
Manufacturing/Industrial:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
<i>Office / Showroom (Retail-Oriented)</i>	One (1) Space Per 1000 Square Feet.
<i>Distribution Center, Warehouse or Storage (Commercial-Oriented)</i>	<ul style="list-style-type: none"> ✓ Zero (0) to 25,000 Square Feet = One (1) Space Per 1,000 Square Feet ✓ 25,000 Square Feet and Greater = 20 Spaces Plus One (1) Space Per 5,000 Square Feet.
<i>Manufacturing Plant, Research Laboratory, or Repairing</i>	One (1) Space Per 600 Square Feet
<i>Mini Warehouse</i>	Six (6) Spaces Minimum

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ARTICLE 10: PARKING AND LOADING STANDARDS

Use Classification	Minimum Spaces
Retail/Service:	<i>Actual number of parking spaces provided for non-residential buildings in excess of 30,000 square feet in area shall not surpass 115% of the minimum parking requirement for the specific use classification per Section 10.7.2.A above.</i>
Restaurants	One (1) Space Per 100 Square Feet of Designated Dining and Waiting Areas, Including Outdoor Dining Areas
Retail	One (1) Space Per 275 Square Feet
Beauty / Barber Shop	One (1) Space for each Employee, Plus Two (2) Spaces for each Service Station (Which Includes Cutting Chair, Nail Station, Tanning Booth, Hair Drying Chair, Spa Room and Other Similar Areas)
Trade School (Commercial)	One (1) Space Per 275 Square Feet
Funeral Parlor	Eight (8) Spaces Per Parlor Room Plus One (1) Space Per Funeral Vehicle
Personal Business Service	One (1) Space Per 275 Square Feet
Furniture and Appliance Store	One (1) Space Per 600 Square Feet
Day Care, Kindergarten or Orphanage	One (1) Space Per 10 Pupils Plus One (1) Space Per Employee
Service Station, Auto Repair, Car Care, or Automotive Related Services	One (1) Space Per 400 Square Feet with a Minimum of Six (6) Spaces
Car Wash (Self Service)	Two (2) Tandem Spaces Per Bay (Wash Bay Not Included)
Car Wash (Machine)	<ul style="list-style-type: none"> ✓ One (1) Space Per 150 Square Feet ✓ 2/3 of the Minimum Spaces shall be Tandem Spaces for Cars Awaiting Wash or Vacuum
Motor Vehicle Sales	One (1) Space Per 400 Square Feet, Designated as Visitor Parking
Trailer Sales / Rental Model Home	Two (2) Spaces Per Employee
Greenhouse / Plant Nursery	One (1) Space Per 400 Square Feet
Dry Cleaner	One (1) Space Per 200 Square Feet

10.7.3 Special Off-Street Parking Regulations

In all residential districts, Office and Neighborhood Service Districts, no parking space, garage or carport or other automobile storage space or structure shall be used for the storage of any truck, truck trailer or van, mobile home or house trailer except a panel or pickup truck not exceeding one and one-half (1-1/2) tons capacity and a travel trailer or camper which may be stored off-street, provided such vehicle storage does not extend or encroach into the right-of-way.

10.7.4 Off-Street Parking Standards for Multi-Family Uses

- A. Attached parking garages shall be provided for no less than thirty percent (30%) of the minimum required parking spaces calculated for the total multi-family development.

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1. For example, for a multi-family development requiring a total number of 100 parking spaces, thirty (30) of those total spaces (30% of 100) are required to be enclosed in an attached parking garage as required by Section 10.7.4.A.2 below.
 2. Garage parking shall be architecturally attached and designed to be internally accessible to the main building envelope in which the apartment unit is located. Detached garage structures are not permitted. A minimum of 20% of all required garage parking for the total complex shall be directly accessible to the living area of an apartment unit and shall be assigned to same unit. Living units that are built with direct access to, or directly adjoin any wall of a parking garage, shall be equipped with carbon monoxide detectors located inside the living unit. Such detectors shall be located adjacent to the interior door that provides direct access into the garage from the living unit, or on the inside of a wall surface that adjoins the garage for those units without direct access to the garage.
 3. Multi-Family garage units shall be designed with a minimum parking space measuring 12x20 feet in size with a minimum ten-foot width for the garage door opening.
- B. Both garage parking and tandem parking behind the garage may be included in the parking calculation for multi-family developments. Multi-family garage units shall be used only for the parking of motor vehicles containing no more than two wheel axles and are used as the primary mode of street transportation by the occupant.
- C. In addition to the garage parking required in Section 10.7.4.A above, covered parking spaces shall also be provided for no less than twenty percent 20% of the minimum required parking spaces calculated for the total multi-family development.
1. For example, for a multi-family development requiring a total number of 100 parking spaces, twenty (20) of those total spaces (20% of 100) are required to be covered as required by Section 10.7.4.C.2 below.
 2. Covered parking structures shall be architecturally enclosed on two sides by a brick or stone masonry material and be equipped with internal lighting. The roof structure for covered parking spaces shall have a minimum roof pitch of 6:12 and be constructed of a similar roofing material used for the main residential building. A flat roof design is not permitted for covered parking spaces.
 3. Such covered parking will be classified as an accessory structure and shall be subject to the setback requirements of [Article 6.6.1](#). Covered parking structures shall not be permitted within the required front or side yard setback abutting a designated arterial thoroughfare and therefore shall be exempt from this requirement.
 4. A minimum of ten (10) percent of all required parking shall be designated as guest parking and shall be clearly marked as reserved for guests and shall be in an area providing guests with unrestricted access to the guest parking spaces.

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10.7.5 *Off-Street Parking Standards for Single Family Attached and Single Family Townhouse Uses*

- A. Required garage parking shall be directly accessible to the living area of the residential unit. All parking garages shall be equipped with carbon monoxide detectors located inside the living unit adjacent to the interior door that provides access into the garage from the living unit.
- B. Tandem parking behind the garage that does not encroach into the adjoining access drive or street right-of-way, may be included in the guest parking calculation for single family attached and townhouse developments. Garage units shall be used only for the parking of motor vehicles containing no more than two wheel axles and that are used as the primary mode of street transportation by the occupant.
- C. All front entry garages shall be setback a minimum of 12" from the nearest front building elevation.
- D. Covered parking spaces shall be provided for 40% of all units for a townhome development that provides common parking areas in addition to the required garage parking specified in [Section 10.7.2](#). Covered parking within a common parking area shall be architecturally enclosed on three sides by a brick or stone masonry material and be equipped with internal lighting. The roof structure for covered parking and carport structures shall have a minimum roof pitch of 6:12 and be constructed of a similar roofing material used for the main residential building. A flat roof design is not permitted for covered parking. Such covered parking will be classified as an accessory structure and shall be subject to the setback requirements of [Article 6.6.1](#). Covered parking structures shall not be located within the required front or side yard building setback abutting a designated arterial or collector thoroughfare.

SECTION 8 - ACCESSORY PARKING REQUIREMENTS/NON-RESIDENTIAL

- 10.8.1 When a Specific Use Permit for accessory parking is approved, no certificate of occupancy will be issued for these areas until such time as the required parking has been provided. No required parking at accessory parking locations may be utilized to meet the parking requirements for another use.
- A. If the number of off-street parking spaces required by this chapter cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lot(s) in accordance with the provisions of this Section. These off-site spaces are referred to in this Section as "accessory parking spaces".
 - B. All such accessory parking spaces must be located within 400 feet of a public entrance of the principal building, or the lot on which the principal use is located.

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SECTION 9 - OFF-STREET LOADING REQUIREMENTS

- 10.9.1 All non-residential structures shall provide and maintain off-street loading facilities on the same

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lot as such non-residential structure. Such off-street loading facilities shall be located adjacent to a public way or private service drive, in accordance with the following requirements:

- A. Unless an alternative is approved by Traffic Engineering in accordance with design standards, no area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities. Any loading dock or loading area must provide maneuvering area located entirely on private property and shall not utilize any right-of-way. This area shall meet the parking and design standards of this Code as shown in the [Appendix E, "Parking Loading Areas"](#).
- B. *Schedule of Off-Street Loading Requirements:*

Any non-residential structure which has an aggregate gross floor area of 10,000 square feet or more shall provide off-street/on-site truck loading or unloading spaces of at least twelve (12) feet in width, fourteen (14) feet in height, and sixty-five (65) feet in length, in accordance with the following schedule:

Where a side loading space is to be utilized, such space shall not be less than twelve (12) feet in width nor less than sixty-five (65) feet in length. In no instance shall any designated side loading space encroach upon a fire lane or driving aisle.

- 1. All maneuvering for off-street/on-site loading areas shall be accomplished on private property, and shall not block any drive, aisle or fire lane.
- 2. Office, Retail, Commercial and Industrial Uses.

Square Feet of Aggregate Gross Floor Area	Required Number of Spaces
10,000 to 40,000	1
40,001 to 100,000	2
100,000 to 160,000	3
160,001 to 240,000	4
240,001 to 320,000	5
320,001 to 400,000	6

- 3. Auditorium, convention or exhibition hall, hotel, restaurant, office building, or sports arena.

Square Feet of Aggregate Gross Floor Area	Required Number of Spaces
10,000 to 150,000	2
150,001 to 300,000	4
300,000 to 600,000	6
600,001 or Greater	Special Parking Study

- C. *Parking in front of Loading Docks and Doors*



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Areas in front of loading docks, freight or maintenance bay doors, garage doors or other similar facilities shall not be considered toward satisfying the off-street/on-site parking requirements as provided in this Section, unless such loading docks, freight or maintenance bay doors, garage doors or other similar facilities are permanently sealed or altered so as to prohibit loading access through such doors or facilities. Loading docks that are within 400 feet of residentially zoned and used land uses shall be equipped with noise attenuation devices.

- D. Kindergartens, day care centers or similar child training and care establishments shall provide loading and unloading space on a private drive, off-street, to accommodate one (1) motor vehicle for each ten (10) students or children cared for by the establishment.

SECTION 10 - HANDICAPPED SPACE REQUIREMENTS

10.10.1 Where handicapped parking is required by the Unified Development Code, parking spaces shall be dimensioned per the Parking Standards in [Appendix D](#) and designated for the exclusive use of handicapped persons in accordance with the following schedule in Table 10-A:

Table 10-A: Handicapped Space Requirements

Total Parking Spaces Required	Minimum Number of Designated Handicapped 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 and Above	2% of the Total Number of Spaces
1001 and Above	20 Plus 1 for each 100 Spaces Over 1000

10.10.2 Disabled accessible parking spaces located on the shortest accessible route of travel from the adjacent parking to an accessible entrance.

10.10.3 Disabled accessible parking spaces shall be at least 96 inches (2440 millimeters) wide. Parking access aisles shall be provided that are at least 60 inches (1525 millimeters) wide. Two accessible parking spaces may share a common access aisle. The length of the accessible space shall be according to the parking lot layout angle as set out in [Appendix D](#).

10.10.4 At least one, and one in every eight spaces, shall be van accessible. These spaces shall have a minimum of 96 inches (244 centimeters) wide access aisle and a vertical clearance of 98 inches

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(249 centimeters). A sign designating the spaces as “van accessible” must be provided below the handicapped parking symbol sign.

10.10.5 Each handicapped Parking Space shall conform to the American with Disabilities Act with regard to wheelchair accessibility, grade, vertical clearance and signage, and with Chapter 681 of the Texas Transportation Code as amended by the 76th Legislature, HB 1032. All signs and markings shall conform to the Texas Manual of Uniform Traffic Control Devices. Pavement markings layout standards and handicapped symbol sign layout details are included in [Appendix D](#).

SECTION 11 - SHARED PARKING

10.11.1 Uses may join in establishing shared parking areas. Where it can be demonstrated before the Planning and Zoning Commission that parking for two (2) or more specific uses occurs at alternating time periods, and where the combined floor area of such uses occupies not less than 50,000 square feet, or where the aggregate required off-street parking for such uses would be at least two hundred (200) spaces, then the parking space requirements of the use requiring the greater number of spaces may be applied to the other uses in a combined parking area. However, it shall be demonstrated that such area will result in a reduction of at least ten percent (10%) of the aggregate required off-street parking for such uses (as a condition precedent to consideration of a shared parking area).

10.11.2 The Shared Parking provisions of this Section specify that parking space requirements within mixed-use occupancies may be reduced from specified requirements where it can be demonstrated that the peak requirement of the several occupancies occur at different times (such as mid-day for office uses and evening for residential uses). Exceptions in the total number of spaces required by the addition of all uses as specified in this Article may be considered if supported by a parking demand study prepared by a qualified traffic engineer, and approved by the Planning and Zoning Commission. Appeals may be allowed by the City Council.

10.11.3 Consideration for shared parking and the determination thereof by City staff shall be at an additional fee at the time of application ([see Article 22 “Fee Schedule”](#)).

10.11.4 Uses that allow shared parking without a parking study are as follows:

- A. Office
- B. Retail
- C. Restaurant
- D. Theater
- E. Motel
- F. Conference Facility

10.11.5 Calculation of shared parking shall use the following process:

- A. Determine minimum parking required for each use as though it were a separate use.
- B. Multiply each amount by the corresponding percentage for each of the six (6) time periods in the columns below (Parking Adjustment Percentages).

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- C. Calculate column total for each time period.
- D. The column total with the highest value is the parking requirement.

10.11.6 The following Table 10-B outlines the Parking Adjustment Percentages for shared parking calculations:

TABLE 11-B: Parking Adjustment Percentages by Time of Day

Time of Day	Office	Retail	Restaurant	Theater	Hotel / Conference
6 a.m to 12 noon	1.00	0.97	0.50	0.30	1.00
12 noon to 1 p.m.	0.90	1.00	0.70	0.70	1.00
1 p.m. to 4 p.m.	0.97	0.97	0.60	0.70	1.00
4 p.m. to 6 p.m.	0.47	0.82	0.90	0.80	1.00
6 p.m. to 8 p.m.	0.07	0.89	1.00	1.00	1.00
8 p.m. to 12 a.m.	0.03	0.61	1.00	1.00	1.00

10.11.7 Example of Shared Parking Calculations:

- A. Mixed use development - office, retail, restaurant: 50,000 sq. ft. office, 20,000 sq. ft. retail, and 8,000 sq. ft. restaurant, respectively.

B. Individual parking requirements:

Office: (1 space/375 sq. ft.) for (50,000 sq. ft.) = 133 Spaces

Retail: (1 space/275 sq. ft.) for (20,000 sq. ft.) = 73 Spaces

Restaurant: (1 space/100 sq. ft.) for (8,000 sq. ft.) = 80 Spaces

Total: 133 + 73 + 80 = 286 Spaces

C. Shared Parking Calculation are as follows:

Time of Day	Office Spaces	Retail Spaces	Restaurant Spaces	Total Spaces
6 a.m to 12 noon	1.00 * 133 = 133	0.97 * 73 = 71	0.50 * 80 = 40	244
12 noon to 1 p.m.	0.90 * 133 = 120	1.00 * 73 = 73	0.70 * 80 = 56	249
1 p.m. to 4 p.m.	0.97 * 133 = 129	0.97 * 73 = 71	0.60 * 80 = 48	248
4 p.m. to 6 p.m.	0.47 * 133 = 63	0.82 * 73 = 60	1.00 * 80 = 80	203
6 p.m. to 8 p.m.	0.07 * 133 = 9	0.89 * 73 = 65	1.00 * 80 = 80	154
8 p.m. to 12 a.m.	0.03 * 133 = 4	0.61 * 73 = 45	1.00 * 80 = 80	129

- D. Solution to Example Calculation: 249 spaces required, i.e., the highest total for any time period (shared parking allows a 13 percent savings from 286 spaces.)

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SECTION 12 - PAY PARKING LOTS

10.12.1 Parking lots that are designed to provide off-street parking for an hourly, daily, weekly, or monthly

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fee shall provide a security fence six (6) feet in height, chain link or better, with lighting, and shall be constructed of a hard surface material in accordance with Article 10 "Parking and Loading Standards", [Section 5 "Minimum Pavement Construction on or Within Private Property"](#).

SECTION 13 - WAIVERS AND EXCEPTIONS

10.13.1 The Development Review Committee may approve an exception to reduce the number of parking spaces required by this Article upon submission of an application and submission of a report defining and documenting the feasibility of such reduction. The Development Review Committee may require that a report be prepared by a Qualified Parking Consultant and/or that a survey be conducted of other city's requirements. Any such reduction approved by the Development Review Committee shall not exceed 15% of the total number of parking spaces normally required by the terms of this Article. Applications for a reduction in the number of spaces which are denied by the Development Review Committee may be appealed to the Zoning Board of Adjustments and Appeals.

10.13.2 The Development Review Committee may approve an exception to allow an increase in the maximum number of parking spaces provided for non-residential buildings in excess of 30,000 square feet for the specific use classification stated in [Section 10.7.2.A](#) above. The Development Review Committee may require that a report or case studies be prepared by a Qualified Parking Consultant and/or that a survey be conducted of other city's requirements as evidence to justify the need for the additional spaces. Such evidence shall also address the estimated percentage of spaces utilized on a year around basis for the enlarged parking area. Applications for an increase in the number of spaces which are denied by the Development Review Committee may be appealed to the Zoning Board of Adjustments and Appeals.

A. The Development Review Committee may approve an increase to the maximum parking requirement by requiring the following conditions:

1. Provide one additional tree inside the parking area above the minimum required under [Article 8, "Landscaping and Screening"](#) of Unified Development Code (UDC), for every additional ten (10) parking spaces beginning with the first additional parking space and for each ten (10) spaces thereafter; and
2. The excess parking spaces shall only be utilized as over-flow parking for seasonal parking events and be paved with a porous paving surface or an irrigated cellular grassed paving system approved by the Engineering Division.

B. The Development Review Committee may require other conditions of approval deemed appropriate and necessary for a particular parking location.

10.13.3 The Zoning Board of Adjustments and Appeals may grant an exception to authorize a reduction or, where applicable, an increase in the number of off-street parking spaces if the Board permitted under this Article subject to the following provisions:

A. The Board may only grant an exception to authorize a reduction in the number of off-street parking spaces if the Board finds,

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1. The parking demand generated by the use does not warrant the number of off-street parking spaces required.
 2. The exception would not create a traffic hazard or increase traffic congestion on adjacent and nearby streets.
- B. For uses other than manufacturing or warehouse, the maximum reduction authorized by this section is 25 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to already existing nonconformance uses.
- C. For a manufacturing or warehouse use:
1. The maximum reduction authorized by this section is 50 percent minus the number of spaces currently not provided due to already existing nonconforming uses.
 2. To grant an exception to the parking requirements for a manufacturing or warehouse use in excess of a 25 percent reduction, the Board must determine after there is adequate room on the site to accommodate the required parking of needed for future changes in occupancy.
- D. In determining whether to grant an exception the Board shall consider the following factors:
1. The parking demand and trip generation characteristics for all of the uses for which the exception is requested.
 2. The extent to which the parking spaces provided will be shared, remote or accessory.
 3. The availability of alternative means of transportation, including car pooling, ridesharing, etc., which will provide levels of service such that the use of private passenger vehicles will be significantly reduced.
- E. In granting an exception under this section, the Board shall specify the use or uses to which the exception applies. Similar uses with the same original parking requirements may occupy the structure provided all original conditions of the exception are met. An exception granted by the Board for a particular use automatically and immediately terminates when a use is proposed which requires more parking than the use that received an exception or does not meet the conditions of the exception.
- F. The Board shall not review or grant an exception under this section to reduce or increase the number of parking spaces specifically required in a Planned Development District or a Specific Use Permit for which the parking exception is being requested. Such exceptions shall be reviewed by the Planning and Zoning Commission and the City Council.

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SECTION 14 - MAINTENANCE

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10.14.1 All quasi-public parking lots, including but not limited to those located at grocery stores, shopping

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centers, public buildings now in existence, and any which shall be constructed after the effective date of this UDC, shall be maintained so as to provide a safe driving surface.

10.14.2 Any holes, ruts, ridges or other defects greater than two (2) square feet in area or which exceed twenty (20) percent of the total area of the parking lot, or which creates a hazardous driving surface shall be repaired within ten (10) days of notification by the Code Compliance Supervisor or designee.

SECTION 15 - GLARE AND LIGHTING STANDARDS

10.15.1 Purpose of Section

Standards for controlling lighting and glare are set forth to reduce the annoyance and inconvenience to property owners and traffic hazards to motorist. These standards are intended to allow reasonable enjoyment of adjacent and nearby property by their owners and occupants while requiring adequate levels of lighting of parking areas.

10.15.2 Glare

Any use shall be operated so as not to produce obnoxious and intense glare or direct illumination across the bounding property line from a visible source of illumination of such intensity as to create a nuisance or detract from the use or enjoyment of adjacent property. All outside lights shall be constructed of a light source and reflector so selected that acting together the light beam is controlled and not directed across any bounding property line above a height of three (3) feet. The allowable maximum intensity measured at the property line of a residential use in a residential district shall be 0.25 foot candles.

10.15.3 Non-Residential Site Lighting

All off-street parking areas for non-residential uses in non-residential districts which are used after dark, shall be illuminated beginning one-half hour after sunset and continuing throughout the hours of use or until midnight, whichever is earlier. In case only a portion of a parking area is offered for use after dark, only that part is required to be illuminated in accordance with these standards. However, the portion offered for use shall be clearly designated. Lighting within the parking areas shall meet the following minimum requirements.

10.15.4 Intensity

On the parking area surface an average of at least two (2) foot candle, initial measurement, and a minimum average of one (1) foot candle on a maintained basis shall be provided.

Minimum intensity at any point on the parking area surface shall be at least 0.6-foot candles initial, and at least 0.3 foot candles maintained or 1/3 of the average, whichever is greater.

10.15.5 Luminaries

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Light sources shall be of a down-light type, indirect, diffused, or shielded type luminaries and/or so installed and maintained as to reduce glare effect and consequent interference with use of adjacent properties and boundary streets. Bare bulbs above 15 watts and strings of lamps are prohibited, except for temporary lighting not exceeding forty-five (45) days per year.

SECTION 16 - DEFINITIONS

Hard Surfaced: As used in this Article shall be concrete for new construction; and for existing construction shall include, but not be limited to asphalt, brick, or any other commonly accepted paving which was approved by the Chief Building Official for private property, or approved by the City Engineer for public rights-of-way.

Vehicle: As used in this Article shall mean every device in, upon or by which any person or property is or may be transported or drawn upon a street or highway, except devices moved exclusively by human power.