

## Section 47: Off-Street Loading

### SECTION 47:

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**47.01 Purpose.** The purpose of this section is to regulate loading spaces so as to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public by establishing minimum requirements for off-street loading and unloading from motor vehicles in accordance with the specific and appropriate use of various parcels of land or structures.

#### **47.02 Location.**

**Subd. 1.** Off-Street. All required loading berths shall be off-street and located on the same lot as the building or use to be served.

**Subd. 2.** Distance From Intersection. All loading berth curb cuts shall be located a minimum of 50 feet from the intersection of two or more street rights-of-way. This distance shall be measured from the intersection of the property lines, not the curb line.

**Subd. 3.** Distance from Residential Use. No loading berth shall be located closer than 100 feet from a residential district unless it is within a structure.

**Subd. 4.** Front Yard Locations. In the I-1 district, loading areas may be located in the front yard, (or in the side yard of a corner lot), of a lot that does not abut a residential district provided that they:

- i. Do not conflict with pedestrian movement;
- ii. Do not obstruct the view of the public right-of-way from the off-street parking access; and
- iii. Comply with all other requirements of this Section.

Upon approval of a Conditional Use Permit, loading areas may be located in the front yard in the B-1 and B-2 districts, or the I-1

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district if abutting residential property, if they comply with the provisions above.

- Subd. 5.** Traffic Interference. Each loading berth shall be located with vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
- Subd. 6.** Use of Parking Spaces Prohibited. Loading Areas shall not utilize required parking spaces.
- Subd. 7.** Sufficient Size and Design. All loading areas shall be sufficient to meet the requirements of each use and shall provide adequate space for storage and maneuvering of the vehicles they are designed to serve.

**47.03 Surfacing.** All loading berths and accessways shall be improved with not less than eight inch class five base and three inch bituminous surfacing to control drainage and support vehicle weight according to a plan submitted to and subject to the approval of the City Engineer.

**47.04 Parking and Storage.** Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles, or snow and shall not be included as part of the space requirements to meet the off-street parking requirements.

**47.05 Screening.** All loading areas shall be screened and landscaped from abutting and surrounding residential uses and the public right-of-way in compliance with Section #45 (Screening).

### 47.06 Size.

- Subd. 1.** Non-Residential Developments. Unless otherwise specified in these zoning regulations, the first loading berth shall be not less than 70 feet in length and additional berths required shall be not less than 30 feet in length. All loading berths shall be not less than 12 feet in width and 14 feet in height, exclusive of aisle and maneuvering space. Variation to this standard may be allowed based on, but not limited to, documented evidence of need, site character, structure use, lot size.
- Subd. 2.** Multiple Family Dwellings. Loading berths shall not be less than 40 feet in length and 12 feet in width. Said area may be parallel to a driveway aisle, but shall not serve to block the flow of traffic or parking space.

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**47.07 Number of Loading Berths Required.** The number of required off-street loading berths shall be as follows:

**Subd. 1. Commercial or Industrial Uses.** Except within the B-1 District, all buildings shall have at least one off-street loading berth. Buildings which are 30,000 square feet or more, shall have at a minimum two loading berths.

**Subd. 2. Multiple Family Dwellings.** One loading area may be required for each multiple family structure containing 5 or more units and shall be exclusively reserved for loading and unloading.

**47.08 Reduction in Size of Space.** For commercial or industrial buildings 5,000 square feet or less, the size of the loading area may be reduced or the requirement may be waived upon the approval of an Interim Use Permit. To qualify for such exception, the following provisions must be met:

**Subd. 1.** It must be demonstrated that the site cannot physically accommodate a loading berth to the size required.

**Subd. 2.** It must be demonstrated that semi-trailer truck deliveries will not occur at the site or all deliveries will occur at such a time as to not conflict with customer or employee access to the building and parking demand.

**47.09 Any Use.** In the case of any development, including single family detached dwellings, the Council shall have the right to require an off-street loading facility which meets the demand of the activity generated by the respective use.