

CITY OF WHEAT RIDGE, COLORADO
INTRODUCED BY COUNCIL MEMBER SANG
Council Bill No. 26
Ordinance No. 1455

Series of 2009

**TITLE: AN ORDINANCE REPEALING AND REENACTING SECTION
26-501 OF THE WHEAT RIDGE CODE OF LAWS
CONCERNING OFF-STREET PARKING AND LOADING**

WHEREAS, the City of Wheat Ridge (the "City"), acting through its City Council (the "Council"), has authority to adopt ordinances for the protection of public health, safety and welfare; and

WHEREAS, exercising this authority, the Council has previously enacted Chapter 26, Article V, Section 26-501 of the Wheat Ridge Code of Laws (the "Code") concerning off street parking requirements; and

WHEREAS, the Council has directed that Section 26-501 be comprehensively revised; and

WHEREAS, Council finds that repealing and reenacting Section 26-501 to incorporate these changes will protect the health, safety and welfare of the citizens of Wheat Ridge.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WHEAT RIDGE, COLORADO:

Section 1. Section 26-501 of the Wheat Ridge Code of Laws is hereby repealed and reenacted to read in its entirety as follows:

Section 26-501. Off Street Parking and Loading.

In all zoning districts, off-street parking facilities for the parking or storage of self-propelled motor vehicles and/or licensed trailers for the use of occupants, employees and patrons of the buildings, structures or premises hereafter erected, altered, used or extended after the effective date of this chapter shall be provided and maintained as herein prescribed, unless otherwise specifically provided.

A. Purpose

The purpose of these parking and loading regulations is to:

1. Allow flexibility in addressing vehicle parking, loading, and access issues;
2. Present a menu of strategies to solve parking issues for varying site constraints and conditions throughout the city;

3. Ensure that off-street parking, loading, and access demands associated with development are met without adversely affecting other nearby land uses and surrounding neighborhoods;
4. Lessen congestion upon the public streets in the city;
5. Accommodate and encourage multi-modal transportation usage; and
6. Reduce the visual impact of parking and loading areas from sidewalks, streets, and adjacent residential properties.

B. Applicability

This section shall apply only to new development, major change of uses (e.g., single-family to office; office to restaurant) or substantial extension or expansion of uses or structures for which a building permit or site use approval is required, established subsequent to the adoption of this provision, provided, however, in residential districts on and after August 31, 2009, it shall be unlawful to park motor vehicles in areas meeting the definition of landscaping as defined in Sec. 26-502, on uncontrolled weeds, or on compacted dirt surfaces, unless such surfaces constitute a residential driveway or hard surfaced auxiliary storage area and said driveways or storage areas existed prior to August 31, 2009.

1. Applicability to Existing Uses

- a. No existing use or structure shall be deemed nonconforming solely because of the lack of off-street parking (including bicycle parking) or loading requirements prescribed in this section.
- b. Off-street parking and loading facilities existing on the effective date of this section: September 28, 2009, shall be maintained as long as the use or structure exists, unless an equivalent number of spaces are provided conforming to the requirements of this section.
- c. In connection with an existing use, this section shall not require the maintenance of more parking or loading spaces than is required for a new building or use under this section.
- d. For the purposes of this section, "maintained" shall mean that no off-street parking and loading facility shall be reduced in capacity, design, or function to less than the minimum standards prescribed in this section.

2. Expansions and Increases in Intensity

Unless otherwise expressly stated in this section, the off-street parking and loading standards of this section apply when an existing structure or use is expanded or enlarged, through the addition of dwelling units, floor area, seating capacity, employees, or other units of measurement used for establishing off-street parking and loading requirements. Additional off-street parking and loading spaces shall be required only to serve the enlarged or expanded area, not the entire building or use. Table 1 below sets forth an example for applying this standard:

TABLE 1: Example of Number of Required Parking Spaces for Expansion or Increase in Intensity

3,000 square foot office building expansion to 5,000 square feet

Existing Building	Proposed Building	Required Parking
(1 space/300 square feet) = 10 spaces required	(1 space/300 square feet for new development) = 17 spaces required	7 additional spaces required = 17 total spaces required

NOTE: If the existing number of parking spaces is less than the required amount under the current code for new development, this number is used to calculate the proportionate increase required. For example, if there were only 5 existing spaces, then 12 total spaces would be required (5 + 7 additional spaces required with expansion).

3. Major Change of Use

Unless otherwise expressly stated in this section, off-street parking (including bicycle parking) and loading facilities shall be provided for any change of use or manner of operation that would, based on the off-street parking schedule or the off-street loading schedule, result in a requirement for more parking or loading spaces than the former use. Additional parking or loading spaces shall be required only in proportion to the extent of the change, not for the entire building or use and only for 75% of the additional parking required by the change in use. Table 2 below sets forth an example for applying this standard:

TABLE 2: Example of Number of Required Parking Spaces for Major Change of Use

3,000 square foot office building conversion to restaurant

Existing Office Use	Proposed Restaurant Use	Required Parking
<u>Existing Parking:</u> (1 space/300 square feet) = 10 spaces	<u>Required Parking for New Development:</u> (1 space/75 square feet) = 40 spaces	Proportionate increase in parking = 30 additional spaces from existing * 75% = 22.5 (23) 23 total spaces required

NOTE: If the existing number of parking spaces is less than the required amount under the current code for new development, this number is used to calculate the proportionate increase required. For example, if there were only 5 existing spaces, then 28 total spaces would be required.

4. Planned Developments

In Planned Developments, the amount of off-street parking shall be determined on a case-by-case basis as part of the city's consideration of the planned development application. However, the decision-making body may use the off-street parking and loading requirements of this section as the starting point for determination of the applicable minimum standards. All planned development applications shall include a parking plan according to this section.

5. Applicability of Parking Lot Design Standards to Existing Uses

Parking lot design standards shall apply to existing uses as follows:

Table 3: Parking Lot Design Standards for Expansions of Existing Development or Major Change of Use	
Required Increase in Parking *	Additional Parking Design Standards
Less than 25 percent	Only the following design standards must be met for any new parking areas: <ul style="list-style-type: none">• Surfacing;• Handicapped accessible parking;• Sight distance triangle requirements;• Usable parking spaces; marking of spaces;• Truck-tractor/semi-trailer parking;• Parking space and aisle dimensions; and• Use and maintenance of parking areas.• Small car parking may be designated;
Between 25 and 50 percent	The new parking areas must meet all design standards of subsection E. of this section.
More than 50 percent	All parking areas must meet all design standards of subsection E. of this section.
* As a percent of the existing number of parking spaces	

6. Additions Affecting Existing Parking

Nothing in this section shall prevent extension of, or addition to, a building, structure or use into an existing parking area provided the same amount of parking spaces taken by the extension or addition is provided by an enlargement of the existing parking area, or if additional parking is found elsewhere in accordance with these regulations herein, and provided the total number of spaces required for all uses on the lot are met.

7. Parking plan required

All plans for the construction of any parking facility, excluding those for single and two-family dwellings, must be approved by the director of community development or his designee and a miscellaneous building permit issued before construction is started. No such land shall be used for parking until approved by the director. The plan must contain the following minimum information:

- a. Number, location and size of parking stalls.
- b. Widths of aisles and islands.
- c. Location of landscaping areas and type of landscaping, including size, species, and number as required in Subsection E.6 below.
- d. Type of surfacing.
- e. Scale and north arrow.
- f. Location of streets, curb cuts and property boundaries.
- g. Traffic directional arrows, signage and markings.
- h. Loading areas.
- i. Drainage provisions.

- j. Location and direction of proposed lighting.
- k. Location, height, and type of walls or fences to be constructed.

C. Shared Parking

1. Purpose

The purpose of these shared parking regulations is to provide the option for users near one another that have different peak parking demands or different operating hours to share off-street parking facilities to:

- a. Encourage the efficient use of land and resources;
- b. Reduce development costs while not adversely affecting traffic patterns and creating minimal spillover parking;
- c. Allow more complimentary forms of development; and
- d. Help reduce the amount of land devoted to parking while providing a sufficient number of spaces.

2. Shared Parking Standards

a. Calculation

The number of shared parking spaces for two or more distinguishable land uses shall be determined by using the following procedure:

- i. *Step 1:* Calculate the number of parking spaces required for each individual land use as set forth in Table 6 (Schedule of Off Street Parking).
- ii. *Step 2:* Multiply the required number of parking spaces from Step 1 by the percentages in each of the six time periods in Table 4 below.
- iii. *Step 3:* For each time period, add the number of spaces required for all applicable land uses to obtain a total for each of the six time periods.
- iv. *Step 4:* Select the time period with the highest total parking requirement and use that the total as the shared parking allowance.

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse /Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%

b. Shared Parking Procedure

i. Mixed Occupancy on Single Parcel or Building

In the case of mixed uses on a single parcel or within a single building, the Community Development Director may approve a shared use of parking in accordance with Table 4 above, (Shared Parking Matrix).

ii. Off Lot Shared Parking

a) Shared Parking Agreement

In the case of off lot shared parking where the off lot site is owned by others, a written agreement between the city, the owner who shall provide the additional parking, and the owner of the property seeking the parking shall be entered into. Said agreement shall be recorded as a deed restriction and shall specify the number and location of the parking spaces. Approval of said agreement by the city shall consider the impact of the parking on adjacent or nearby residential properties. Said agreement may be terminated only if adequate onsite or offsite parking space is provided through other means as approved by the director of community development. The agreement shall be recorded with the Jefferson County Clerk and Recorder's Office and shall be enforced until all three (3) parties sign a release.

b) Location of Off Lot Shared Parking

Off-lot parking may be used provided said parking area is within three hundred (300) feet of the nearest point on the structure or use for which the parking is intended to serve and the off-lot parking is a permitted use as listed in the Table of Uses for the zone district in which the off-lot parking will be located.

c) Off Lot Shared Parking Pedestrian Access

All parking spaces for any off lot shared parking shall have direct pedestrian access to the main entry of the building or use they are intended to serve as determined by the Community Development Director. Shared parking that is located across an arterial street as defined in the Comprehensive Plan shall be accessible to pedestrians using an existing traffic signal which includes a pedestrian crossing phase to cross the arterial street. The total walking distance from the main entry of the building to the shared parking, by way of the traffic signal crossing of the street, shall not exceed 300 feet.

d) Miscellaneous Shared Parking Provisions

The total requirements for off-street parking facilities may be utilized as the sum of the requirements for each of the various uses computed separately.

- i) Off-street parking facilities for one (1) use shall not be construed as providing required parking for any other use except as provided for under planned developments, or under a shared

- parking arrangement as approved by the Community Development Director in accordance with this subsection.
- ii) In no instance may required handicapped accessible parking spaces be provided off lot as part of a shared parking agreement.
 - iii) In no instance may on-street parking be utilized as part of a shared parking agreement.

D. Parking Reductions

1. Parking Reductions by Right

The Community Development Director may grant a parking reduction not to exceed 25% of the required number of vehicular parking spaces as set forth below without a variance process. Only one of the following options may be applied to any one development:

TABLE 5: PARKING REDUCTIONS Only one of the following may be utilized per development	
Standard	Reduction Allowed
Bicycle parking	1 vehicular space for every 2 bicycle parking spaces beyond what is mandatory per Section 26-501.E.4. up to a maximum of a 10% total reduction in vehicular parking spaces.
Property located within ¼ mile of a transit station	25%
Property located within 500 feet of a transit bus stop with 20 minute peak service	10%
No parking areas located between any part of the building and the public right-of-way	10%
Surfacing	10% when an existing parking area with an unimproved surface is improved to comply with Section 26-501.E.12.
Structured Parking	10%
Motorcycle and Scooter Parking	1 vehicular space for every 2 motorcycle and/or scooter spaces.

2. Parking Reduction Criteria

Parking reductions may only be granted by the Community Development Director upon finding that the proposed reduction:

- a. Will create minimal spillover parking onto adjacent property or public rights-of-way;
- b. Will not adversely affect traffic circulation patterns on or off site; and
- c. Will promote quality urban design equally or better than a plan that strictly complies with the standards in this section.

The Community Development Director may require a traffic generation study prepared by a professional engineer in order to determine that the criteria in above have been met.

3. Parking Reductions – Variance Procedures

The Community Development Director may grant a parking reduction of up to 50% of the required number of vehicular parking spaces in accordance with the variance procedures in Section 26-115.C of this code. Parking reductions exceeding 50% shall be taken to the Board of Adjustment in accordance with the procedures set forth in Section 26-115.C.3 of this code.

E. Standards

1. General Provisions

a. Planned development (PRD, PCD, PID, PHD)

In planned developments, except for unified shopping centers over one hundred thousand (100,000) square feet of floor area provided for below, parking shall be considered with regard to the standards set forth in this section for the various use requirements. Where it is desired to share the parking spaces between two (2) or more uses, the regulations set forth in Section 26-501.C (Shared Parking) shall be used to determine the appropriate shared parking arrangements.

b. Mixed occupancy and collective parking

In the case of mixed uses on a single parcel or within a single building, or of collective parking for several buildings or uses on two (2) or more parcels, except for shopping centers over one hundred thousand (100,000) square feet, the total requirements for off-street parking facilities shall be the sum of the requirements for each of the various uses computed separately. Off-street parking facilities for one (1) use shall not be construed as providing required parking for any other use except as provided for under planned developments. Unified shopping centers with over one hundred thousand (100,000) square feet of total combined floor area, which may be either in a single structure or several structures within a single unified development, and which may include various kinds of uses, shall be required to provide a minimum parking ratio of four (4) spaces per one thousand (1,000) square feet of total combined gross leasable floor area unless a shared parking arrangement may be made in accordance with Section 26-501.C (Shared Parking).

c. Location of parking areas

- i. Off-street parking facilities for any use shall be provided and located on the same lot as the use or uses they are intended to serve except as provided for herein.
- ii. If sufficient parking spaces cannot be accommodated on the lot for any use, off-lot parking may be used in accordance with Section 26-501.C (Shared Parking).
- iii. Additional requirements for location of parking requirements may exist in the adopted Architectural and Site Design Manual.
- iv. *Multifamily parking lots.* Parking for multifamily development shall not be placed within the minimum front yard setback. Where parking is to be

placed within a side or rear yard which is adjacent to a public street, a landscape buffer of at least ten (10) feet is required.

d. Parking of recreational vehicles, travel trailers, and pickup-mounted campers.

- i. In all zone districts, the use of recreational vehicles, travel trailers, and pickup-mounted campers for living quarters is prohibited except in approved RV parks.
- ii. Parking of such vehicles in an approved RV park shall be limited to a maximum of thirty (30) days within the same RV park.
- iii. Additional restrictions for the parking of such vehicles are set forth in Section 26-501.F.

2. Summary Table

TABLE INSET:

TABLE 6: Schedule of Required Off Street Parking	
Use	Requirement
Amusement/recreational enterprises such as swimming pools, skating rinks, health clubs, spas, etc.	1 space per each 2 persons based on designed use or occupant capacity
Boarding and rooming house	1 space per guest room
Bowling alleys	4 spaces per lane plus 1 space per each employee
Churches	1 space per each 4 seats in main assembly area
Congregate care center	0.75 space per each bedroom plus 1 space for each employee on maximum shift
Drive-in restaurants (excluding drive-up windows)	1 space per 100 square feet of floor area
Eating and drinking establishments or similar places of assembly	1 space per 100 square feet of floor area
Educational institutions (public or private):	
--Elementary schools	1 space per each classroom or each 20 students, whichever is greater, plus 1 space for each teacher and administrative staff
--Junior high schools	1 space per each 10 students or 1 space per each 5 seats in auditorium or main assembly area, whichever is greater
--Senior high school	1 space per each faculty or staff plus 1 space per each 5 students or 1 space per each 5 seats in an auditorium or assembly area,

TABLE 6: Schedule of Required Off Street Parking

Use	Requirement
	whichever is greater
--Colleges, universities, vocational, trade or commercial schools	1 space per each faculty or staff plus 1 space per each 100 square feet of class room area
Elderly group home	0.5 space for each elderly occupant, plus the standard residential dwelling requirement
Fleet or business-related parking	1 space for each company related vehicle in addition to employee and customer parking
Funeral homes or mortuaries	1 space per 100 square feet of floor area open for public use
Golf courses (9 or 18 hole and 3 par)	2 spaces per hole plus 1 space per employee on maximum shift
Hospitals, nursing homes or other similar uses	1 space per each 5 beds plus 1 space for each employee on maximum shift
Hotels and motels	1 space per guest room plus parking for associated uses such as restaurant or lounge, based on their requirements, plus 1 space per employee on maximum shift
Laboratories	1 space per 300 square feet of floor area
Libraries, museums, galleries	1 space per 300 square feet of floor area
Lumber yards	1 space per 200 square feet of floor area in main sales building
Manufacturing, processing, assembly or similar industrial uses	1 space per 500 square feet of floor area
Medical and dental offices and clinics	1 space per 200 square feet of floor area where 50% or more of a building is to be used for medical or dental offices or clinics; when less than 50% of a building is used for medical/dental offices or clinics, the same standard as for retail, office and service establishments apply
Miniature golf, driving range, skeet or archery range	1 space per hole or platform plus 1 space per employee on maximum shift
Motor fueling stations, repair garages, tire stores, car wash, etc.	1 space per employee on maximum shift plus 2 spaces per bay or stall
Multifamily elderly housing, exclusively devoted for persons 60 years or older	1.25 spaces for each 1 bedroom unit
	1.5 spaces per 2 bedroom unit if parcel is 1 acre or larger, or 1.75 spaces per 2 bedroom unit if parcel is less than 1 acre;

TABLE 6: Schedule of Required Off Street Parking

Use	Requirement
	2.0 spaces per 3 bedroom unit;
	2.5 spaces per 4 or more bedroom unit
Multifamily residential	1.5 spaces per 1 bedroom unit
	2.0 spaces per 2 or 3 bedroom unit
	2.5 spaces per 4 or more bedroom unit
	Plus 1 additional space for each 10 spaces shall be required as designated visitor parking.
	Such visitor parking shall not be used by residents for personal parking nor for storage of utility or recreation vehicles.
New single- and two-family residential:	
--With street parking	2 spaces per dwelling unit (including enclosed garage spaces)
--Without street parking	4 spaces per dwelling unit (including enclosed garage spaces)
Office/warehouse	1 space per 600 square feet of area devoted to warehouse or work area (maximum of 75% of total area) plus 1 space per 300 square feet of retail, wholesale or office area (minimum of 25% of total area)
Places of public or private assembly, such as community buildings, clubs, lodges, auditoriums, stadiums, gymnasiums:	
(a) For assembly rooms over 500 square feet auditoriums and stadiums:	
--With fixed seats	1 space per each 4 seats
--Without fixed seats	1 space per 100 square feet of floor area or ground area used for seating
(b) For offices, activity rooms or meeting rooms	1 space per 300 square feet of floor area
Post offices and public buildings or uses, if not otherwise listed	1 space per 300 square feet of floor area plus 1 space for each agency owned vehicle
Preschools, daycare, nurseries	1 space per each faculty or staff member plus 1 off-street loading/unloading space per each 8 students or children plus 1 parking space for each bus or van operated by the child care

TABLE 6: Schedule of Required Off Street Parking

Use	Requirement
	facility
Residential group homes for youths 18 years and younger	2 spaces per home with street parking or 4 spaces per home without street parking plus 1 space per each eight beds
Retail or wholesale principally of large items such as furniture, large appliances, floor covering, etc.	1 space per 300 square feet of floor area
Retail, office and service establishments	1 space per 200 square feet of first floor area plus 1 space per 300 square feet for all floors other than first floor
Sale or rental of new and used cars, mobile homes, portable buildings, recreational vehicles, campers and boats	1 space per 1,000 square feet of lot area plus 1 space per employee on maximum shift
Tennis and racquetball courts or other court games	2 spaces per court plus 1 space per employee on maximum shift
Theaters	1 space per each 3 seats plus 1 space per employee on maximum shift
Unified shopping centers of 100,000 square feet or larger	1 space per each 250 square feet gross leasable area
Veterinary offices and clinics; and radio and TV studios; and financial institutions	1 space per 200 square feet of floor area

Notes:

(1) Wherever the word "person," "student" or "employee" is used as a unit of measure, the requirement shall be based upon the maximum designed use or occupant capacity.

(2) For operations which contain more than one (1) use category (e.g. motel/restaurant), the director of community development shall require parking computed by using the "mixed occupancy" provisions in Section 26-501.E.2; however, the director may allow for up to fifty (50) percent reductions in parking for secondary uses where it is clearly shown that maximum parking demand peaks will not coincide.

(Ord. No. 2001-1215, § 1, 2-26-01; Ord. No. 1288, §§ 1, 2, 5-12-03; Ord. No. 1348, § 2, 7-11-05)

3. Uses not specified

In the case of a use not specifically mentioned, the requirements for off-street parking facilities for a similar use shall be determined by the director of community development based upon comparison to similar uses. His decision may be appealed to the board of adjustment.

4. Bicycle Parking

a. Applicability

i. Bicycle Parking Required

Bicycle parking as set forth in Section 26-501.E.4.b. below (bicycle parking standards) shall be required for all nonresidential and multifamily uses as follows:

- a) All properties located within 500 feet of the right-of-way boundary or trail centerline of an existing or proposed bicycle route from the adopted City of Wheat Ridge Bike & Pedestrian Route Master Plan.
- b) All properties located within ¼ mile of a transit station or transit bus stop that provides 20 minute peak hour service.
- c) All applicable properties set forth in Table 7 (schedule of required bicycle parking spaces) below.

ii. Bicycle Parking Optional

For all other properties that do not fall under the geographic conditions in subsection i above, bicycle parking is optional, and may be used to reduce the required number of vehicular parking spaces set forth in Section 26-501.E.4.b.iii below.

b. Standards

i. Bicycle Parking Design Standards

- a) The required bicycle rack is the "inverted U" type, or other type approved by the Community Development Director. Each inverted U bicycle rack shall count as two bicycle parking spaces.
- b) Bicycle parking facilities shall include provisions for storage and locking of bicycles in secure racks, or equivalent installation, in which the user may lock both the bicycle frame and wheels to the rack.
- c) Parking for bicycles shall be provided on site, and bicycle parking areas shall be well-lighted and located as near to the building or facility entrance as possible but not more than fifty feet (50') away, and shall not interfere with pedestrian traffic.
- d) If possible, bicycle parking areas should utilize already existing weather protected areas such as building overhangs.
- e) If bicycle and automobile parking areas or accessways abut each other, a physical barrier between the bicycle parking area and the automobile parking or drive areas shall be provided to prevent the possibility of bicycle-motor vehicle collisions.
- f) Bicycle facilities required by this section shall be maintained for the duration of the use requiring such facilities, and shall not be used for other purposes.

ii. Number of Required Bicycle Parking Spaces Bicycle parking spaces shall be provided at a rate of 5 percent of the required vehicular parking spaces, but not less than 2 spaces, unless otherwise specified below in Table 7:

Table 7: Schedule of Required Bicycle Parking Spaces [1]	
Use	Number of Required Bicycle Parking Spaces
Funeral homes or mortuaries Motor fueling stations, repair garages, tire stores, car wash, etc. Drive-up windows providing services to occupants in vehicles	None.
Educational institutions (public or private)	One (1) bicycle parking space for each twenty (20) students
Amusement/recreational enterprises such as swimming pools, skating rinks, health clubs, spas, etc.	One (1) bicycle parking space for each twelve (12) persons capacity
Transit bus stop with 20 minute peak service	Two (2) bicycle parking spaces for each transit bus stop.
Public Transit Station	One (1) bicycle parking space per each ten (10) parking spaces required for motor vehicles, but not less than twenty (20) spaces.
All other nonresidential and multifamily uses	5 percent of the required vehicular parking spaces, but not less than 2 spaces
[1] The number of required bicycle parking spaces in this table shall not be considered to be in addition to any other required numbers of bicycle parking spaces.	

iii. Vehicular Parking Space Reductions for Bicycle Parking Spaces

The number of required motor vehicle parking spaces may be reduced at the ratio of one motor vehicle parking space for each two bicycle parking spaces, up to a maximum reduction of ten percent of the required motor vehicle parking spaces in accordance with Table 7 above.

5. Surfacing

For all uses other than single-family dwellings in agricultural zone districts, areas subject to wheeled traffic for access, parking, sales or storage, shall be properly graded for drainage. These areas shall be surfaced with concrete, asphalt or brick pavers. For one- or two-family dwellings, the first twenty-five (25) feet of driveway area from the existing edge of pavement into the site shall be surfaced with concrete, asphalt, brick pavers or similar materials. The auxiliary storage of motorized or non-motorized vehicles cannot occur within six (6) feet of the front property line. The storage area must be hard surfaced and must be built so that the materials used as to the parking surface stays contained within the parking pad (with the use of concrete curbs, railroad ties, etc).

6. Parking Area Landscaping

Parking area landscaping shall be provided as set forth below. Landscaping in off street parking areas shall be counted towards the minimum total landscaped area required by Section 26-502.

a. Landscape buffering for parking and loading areas

i. Adjacent to low- or medium-density residential

Whenever a parking lot or loading area boundary adjoins property zoned for low- or medium-density residential use, or if zoned agricultural but developed as residential, a landscape buffer of six (6) feet from said lot boundary shall be required. Within the six-foot landscape buffer, a six-foot-high view-obscuring fence, decorative wall or landscaped hedge with a natural height of six (6) feet shall be provided. In addition, grass or other acceptable groundcover or trees and/or shrubs shall be planted within the landscape buffer areas as approved by the director of community development through a landscape plan.

ii. Between public right-of-way and structure(s)

When a parking lot or loading area is placed between the public right-of-way and the structure(s), a screening of the parking area shall be established between the right-of-way and the parking area. This view-obscuring screen shall be composed of live plantings, berms, fences or walls, or a combination thereof. The height of the screening shall be subject to the sight distance triangle requirements. See Section 26-603. Also see Section 26-502.D.3.c.2 regarding landscape buffers on nonresidential property.

b. Landscaped Islands in Parking Areas

The intent of the requirements for landscaped islands in larger parking areas is to break up groups of parking spaces within the parking area to minimize the aesthetic impacts of large, uninterrupted parking areas.

- i. All parking areas in excess of thirty (30) spaces shall have at least one (1) interior landscaped island per thirty (30) spaces. Each such landscaped island shall occupy the equivalent of one (1) parking space (minimum) and each such required island shall be landscaped with a minimum of one (1) two-inch caliper tree or larger and four (4) shrubs or accepted groundcover.
- ii. At the discretion of the owner, and with approval of the director of community development, based upon the intent and purpose of this section, an acceptable alternative to individual islands would be the equivalent aggregate landscaped area developed in larger islands or as interior divider strips.
- iii. Parking lot islands shall be irrigated with an automated sprinkler and have raised concrete curbs.
- iv. No landscaping within landscaped islands may obstruct visibility for vehicles entering, maneuvering in, or exiting the parking lot.

7. Parking Area Lighting

- a. All lighting shall be in accordance with Section 26-503 of the Code of Laws.

- b. Any lighting used to illuminate any off-street parking area shall not have a negative impact on the surrounding area.
- c. The light source shall be indirect, diffused or shielded type fixtures, installed to reduce glare and the consequent interference with adjacent streets and adjoining residential properties.
- d. Fixtures shall be attached to a building or mounted on poles and shall be in accordance with the requirements of Section 26-503.

8. Off Street Loading

- a. Loading space shall be provided at a rate deemed necessary by the owner. Loading shall not occur from any public street, major interior drive, nor occupy or intrude into any fire lane or required parking spaces. Where possible, loading docks must be located on the site so as not to be viewed from major roads, access ways, or residentially zoned property.
- b. The typical dimensions of an off-street loading space are twelve (12) feet wide by forty (40) feet long, with a minimum vertical clearance of fourteen (14) feet. A minimum maneuvering aisle width of forty (40) feet shall be provided behind the off-street loading space. These dimensions may be altered by the public works director based on the specific needs of the business and anticipated volumes of use.
- c. No loading space shall be located in any front setback area, nor shall it permit any vehicle to extend into any front setback area or across any lot line of a more restrictive district while being loaded or unloaded.
- d. In no instance shall a passenger loading area be considered an off-street loading area for the purposes of this subsection.

9. Handicapped Parking

For all uses other than one- and two-family dwellings, parking shall be provided for the handicapped at the minimum rate consistent with the following table. The minimum width of an accessible parking space shall be eight and one-half (8 1/2) feet with an adjacent accessible aisle with a minimum width of five (5) feet. Two (2) accessible parking spaces may share a common aisle. Said spaces shall have a minimum access aisle length of twenty (20) feet.

Handicapped Parking

TABLE 8; Total Number of Off-Street Spaces Required	Number of Handicapped Spaces
1--25	1
26--50	2
51--75	3
76--100	4
101--150	5
151--200	6
201--300	7

TABLE 8; Total Number of Off-Street Spaces Required	Number of Handicapped Spaces
301--400	8
401--500	9
501--1,000	2% of total spaces required
>1,000	20 plus 1 for each 100 over 100

One (1) in every six (6) accessible spaces, but not less than one (1), shall be designated "van accessible" and shall be a minimum of eight (8) feet in width and shall be served by an access aisle a minimum of eight (8) feet in width. "Van accessible" spaces may also be a minimum of eleven (11) feet in width with a minimum access aisle width of five (5) feet in accordance with ANSI 117.1 – Accessible and Usable Buildings and Facilities.

a. Signage; location; etc.

Each handicapped space shall be marked with a freestanding sign containing the International Symbol of Accessibility and shall be a minimum of 60 inches above the floor of the parking space, measured to the bottom of the sign. Signage for van accessible spaces shall contain the designation "van accessible". The International Symbol of Accessibility shall also be painted on the pavement. Said parking space shall be located as near to the entrance of the use as practically possible and shall be so designed (unless it is impossible to do so) that circulation between the vehicle and the building entrance shall not involve crossing any area used for vehicular circulation. The total number of spaces provided for the handicapped shall be included in the total number of parking spaces otherwise required by this section.

10. Drive-Thru and Vehicle Stacking Requirements

Stacking spaces shall be a minimum of eight and one-half (8 1/2) feet width and eighteen (18) feet long and shall not double as a circulation driveway, maneuvering area or off-street parking space. Stacking spaces shall be required as set forth in Table 9 below.

Table 9: Minimum Number of Vehicle Stacking Spaces		
Land Use	Minimum Stacking Spaces	Measured From
Bank, drive-thru	3 per, up to a total of 9 required	Teller or window
Automated teller machine	3	Teller machine
Restaurant, drive-thru	6	Order box
Restaurant, drive-thru	4	Order box to pick up window
Car wash stall, automatic	6	Entrance

Table 9: Minimum Number of Vehicle Stacking Spaces		
Land Use	Minimum Stacking Spaces	Measured From
Car wash stall, self service	2	Entrance
Automobile service station	2	From end of line of pumps
Drive-in liquor stores	3	Pick up window
Drive-in dry cleaners	3	Pick up window
Other	4	Pick up window

11. Parking Space and Aisle Dimensions

The following table establishes the minimum parking lot space and aisle dimensions for full-size and compact automobiles.

Minimum Parking Standards

Table 10: Parking Space and Aisle Dimensions					
Full-Sized Cars:					
Angle	0° (Parallel)	30°	45°	60°	90°
Width	8'	8'6"	8'6"	8'6"	8'6"
Length	22'	18'	18'	18'	18'
Aisle Width	12'	12'	13'	17'6"	22'
Compact Cars:					
Angle	0° (Parallel)	30°	45°	60°	90°
Width	7'	7'6"	7'6"	7'6"	7'6"
Length	19'	15'	15'	15'	15'
Aisle Width	11'	11'	12'	16'	19'

The following diagram illustrates typical parking stall layout for full-sized and compact cars in accordance with the above standards:

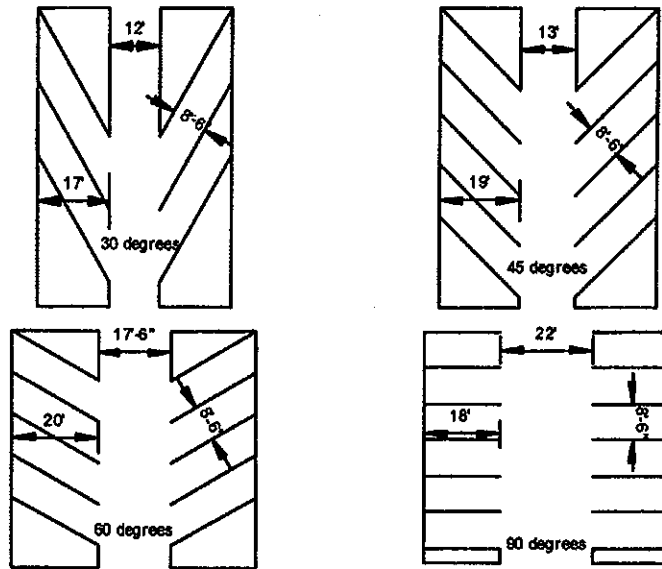


FIGURE 26-501.1
TYPICAL PARKING STALL LAYOUT

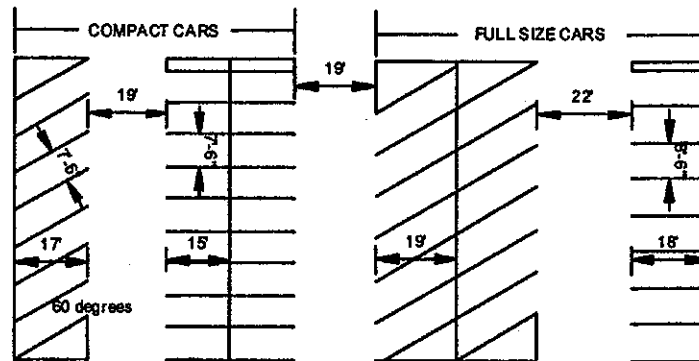


FIGURE 26-501.2
SAMPLE PARKING LOT CONFIGURATION FOR COMBINATION
FULL SIZE AND COMPACT CARS

12. Miscellaneous

a. Auxiliary Storage of Vehicles

The auxiliary storage of motorized or non-motorized vehicles cannot occur within six (6) feet of the front property line. The storage area must be hard surfaced and must be built so that the material used as to the parking surface stays contained within the parking pad (with the use of concrete curbs, railroad ties, etc).

b. Usable parking spaces

Any parking stall which is unusable due to maneuverability difficulties or does not have clear access into and out of its parking space shall not be considered in the count of the total number of available parking spaces on the property. Double-loaded spaces (parking where one (1) vehicle blocks another) are considered unusable, except when serving one and two-family dwellings.

c. Back-out parking

Except for one- and two-family dwellings, all parking areas shall be designed so that vehicles exiting from the parking area will not be required to back out across any public sidewalk or public right-of-way, unless an exception has been granted by the Director of Public Works.

d. One-way traffic flow

Parking which is designed for one-way traffic shall be clearly indicated as such by the use of a sign or arrow designating the direction of traffic flow and by the words "one-way."

e. Marking of parking spaces

Parking spaces shall be marked and maintained on the pavement and any other directional markings/signs shall be installed as required by the city to ensure the approved use of space, direction of traffic flow and general safety in accordance with the approved parking plan.

f. Parking lot design standards for truck-tractors and/or semi-trailers

Where it is desired to park truck-tractors and/or semi-trailers as regulated by Sections 26-618 and 26-619, a parking plan shall be submitted which shows the location, extent and size of the proposed truck-tractor and semi-trailer parking, and which indicates proposed screening, lighting, landscaping, circulation, type of paving, and any other feature which will help the planning commission, city council and staff to evaluate the proposal and potential impacts. The following minimum standards shall be used in designing such parking lots:

Dimensions:

TABLE 11: Truck-tractors / semi-trailers		Feet
(1) Tractor only:		
Length		25
Width		12
Aisle width		28
(2) Trailer only:		
Length		40
Width		12
Aisle width		40
(3) Combo tractor and trailer:		
Length		70
Width		12
Aisle Width		40

- i. All parking and circulation areas shall be paved to acceptable engineering standards with bituminous concrete or portland concrete.

- ii. Each parking stall shall be supplied with an electrical outlet to permit vehicles to be connected to electricity while parked.
- iii. Unattended truck-tractors shall not be allowed to idle.
- iv. The use of standard automobile parking spaces and/or circulation aisles for truck-tractor and/or semi-trailer parking or circulation is prohibited.

g. Fractions

When units of measurements determining number of required parking spaces result in the requirement of a fractional space, any fraction shall require one (1) parking space.

h. Small car parking

In parking lots with thirty (30) spaces or more, twenty (20) percent of the required parking spaces may be designated for small or compact cars; provided, that small car parking area or spaces shall be clearly labeled or otherwise distinguished from full-sized parking areas or spaces.

i. Bumper, curb and wheel stops

To ensure the proper maintenance of these facilities, parking areas shall be designed so that a parked vehicle does not overhang the public right-of-way, public sidewalk, or adjacent property. A permanent curb, bumper, wheel stop or similar device shall be installed which shall be adequate to protect the right-of-way, sidewalk, or adjacent property from vehicular overhang and to protect any structure from vehicular damage. If such protection is provided by means of a method designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two (2) feet from the edges of the public right-of-way, sidewalk or building. A parked vehicle may overhang a landscape area up to two (2) feet. Such landscaped area must be low maintenance and may be included as a part of the length of the parking stall.

j. Restrictions on the use of nonresidential parking areas

No parking area shall be used for the sale, storage, repair of, dismantling or servicing of any vehicles, equipment, materials or supplies. This shall not apply to vehicles on sales lots and does not preclude emergency repairs to a motor vehicle. For automotive repair facilities, vehicles stored on the property in excess of seventy-two (72) hours for the purpose of being repaired must be screened from view from adjacent streets and properties by a six-foot high solid fence.

k. Multifamily parking lots

Parking for multifamily development shall not be placed within the minimum front yard setback. Where parking is to be placed within a side or rear yard, which is adjacent to a public street, a landscape buffer of at least ten (10) feet is required.

l. Use and maintenance of parking area

For all uses, including one- and two-family dwelling uses, parking of vehicles shall be limited to those areas specifically developed for parking and shall not be permitted within landscaped areas, designated fire lanes, loading zones, or other areas not designed and developed for parking. All parking and drive areas shall

be maintained so as to prevent unsafe, muddy, dusty, weedy, or unsightly or blighting conditions. The provisions of these subsections l. and m. shall apply to both existing and future conditions.

m. Appeal/variances and waivers to standards

Variances and waivers to parking requirements shall be processed as a variance pursuant to Section 26-115, unless otherwise specified in this section.

F. Vehicular Access

Vehicular access to any property shall be controlled in such a manner as to protect the traffic-carrying capacity of the street upon which the property abuts, as well as to protect the value of the adjacent property.

1. Driveway Connections to Street

For one- or two-family dwellings, the first twenty-five (25) feet of driveway area from the existing edge of pavement into the site shall be surfaced with concrete, asphalt, brick pavers, or similar materials. For all uses, driveway connections with the public street must be paved between the property line and the existing edge of asphalt of the street.

2. Spacing of Vehicle Access

- a. For all uses other than one- and two-family dwellings, no vehicle entrances or exits may be closer than twenty-five (25) feet to any property line except when used for joint access for two (2) or more lots.
- b. For all uses other than one- and two-family dwellings, vehicle entrances or exits on the same lot shall be spaced at not less than 100-foot intervals. The 100-foot spacing shall be measured from the interior edge of both access points.
- c. For all uses, corner lots shall have no vehicular entrances or exits located closer than twenty-five (25) feet from any two (2) intersecting street rights-of-way, except on arterial or major collector streets such distance shall be fifty (50) feet.
- d. The public works director may approve a modification or waiver to the vehicle access standards and requirements stated in this section 2 based upon consideration of traffic characteristics, both on and off of the site, with the primary purpose of preserving public safety.

3. Curb Cut Widths

a. Residential Zone Districts

In all residential districts, curb cuts for property access shall be not less than ten (10) feet and not more than twenty-four (24) feet in width.

b. Commercial and Industrial Zone Districts

Curb cuts in commercial and industrial districts shall not be more than thirty-five (35) feet in width when serving an individual property and shall not in any instance be less than twenty (20) feet.

c. Joint Curb Cuts

A joint curb cut, one (1) which serves more than one (1) property, may not exceed forty-five (45) feet in width.

- d. The public works director may approve a modification or waiver to the vehicle access standards and requirements stated in this subsection 3 based upon consideration of traffic characteristics, both on and off of the site, with the primary purpose of preserving public safety.

4. Number of Access Points

- a. For all uses, one (1) access point per property ownership will be permitted, unless a site plan or traffic study approved by the city shows that additional access points are required to adequately handle driveway volumes and will not be detrimental to traffic flow on adjacent public streets.
- b. In cases where it is possible to provide one (1) access point which will serve adjacent properties or where adherence to these requirements would leave a parcel of property without vehicular access, curb cut setback or spacing requirements may be reduced or enlarged so as to permit a single vehicular access point if approved by the public works director.
- c. Low-density residential uses are permitted to have "horseshoe-shaped" driveways provided that the public street accesses are thirty (30) feet apart at the closest point (interior edges).
- d. The public works director may approve a modification to or waiver to the vehicle access standards and requirements stated in this subsection 4, based upon consideration of traffic characteristics, both on and off of the site, with the primary purpose of preserving public safety.

G. Residential parking.

1. Parking of Commercial Vehicles

In residential zone districts, the parking of trucks, vans, buses or licensed trailers which are used for commercial purposes, whether the commercial enterprise is conducted from the home or conducted elsewhere, is prohibited except as permitted by this section. An occupant of a dwelling may park, or allow the parking of, no more than one (1) truck or van which is used for commercial purposes upon the premises or confined to the street frontage of the lot in question; provided, however, that such vehicle does not exceed a one-ton chassis. Parking of trailers which are used for commercial purposes is prohibited on any public right-of-way.

2. Parking of Recreational Vehicles and Trailers

a. Maximum Number Allowed

In residential zone districts, a maximum of two (2) of any the following vehicles may be parked outside upon property owned or rented by the vehicle owner, provided the vehicle owner resides on the property:

- i. Recreational vehicle
- ii. Trailer upon which are stored personal recreational vehicles

b. Exemptions From Maximum Number Allowed

Recreational vehicles or trailers are exempt from this two-vehicle limitation provided the vehicles or trailers are stored in the area between the side property line and the side wall of the structure and the back property line and the back wall of the structure, provided both of the following are met:

- i. The vehicles or trailers are less than six (6) feet in height, and

- ii. The vehicles or trailers are not visible from the public right-of-way as a result of being stored behind a solid fence six (6) feet in height, a structure, or vegetation which completely screens the vehicle from view from the public right-of-way.

In determining if a trailer is exempt or not exempt from the provisions of this subsection B, the height of the trailer will depend upon whether the trailer is loaded or not. A trailer that is exempt in an unloaded condition shall not be considered exempt in a loaded condition if the trailer plus load exceeds six (6) feet in height.

3. Location of Recreational Vehicles and Trailers

a. Restrictions Adjacent to Streets

Only one (1) such recreational vehicle or trailer may be stored in the area between the street and all walls of the structure facing the street. Such vehicles or trailers must be parked six (6) feet or more inside the front property line. For corner lots, the one (1) vehicle restriction shall apply to both areas between the street and the walls of the structure facing the street. Any vehicle or trailer lying partially between the street and the front walls of the structure shall be considered to be parked or stored in the front yard. Where it is difficult to determine the public right-of-way boundary due to lack of curb, gutter and/or sidewalk, or survey markers, such boundaries shall be presumed to be ten (10) feet from the edge of pavement or back of curb. Where a sidewalk exists, such boundaries shall be presumed to be two (2) feet from the outside edge of sidewalk. For the purposes of this subsection 3.a, permanent or temporary carports, frame covered structures, tents, or other temporary structures shall not be used to store or conceal such recreational vehicles or trailers in excess of the maximum number permitted.

b. Side and Rear Setbacks

Recreational vehicles or trailers stored in a side yard need not meet any setback requirements. Recreational vehicles or trailers exceeding six (6) feet in height stored in a back yard must meet the side and rear yard setback requirements for accessory structures for the zone district in which the recreational vehicle or trailer is stored. Recreational vehicles and trailers less than six (6) feet in height stored in a back yard do not need to meet rear and side yard setbacks.

c. Parking in Rights-of-Way

- i. In residential zone districts, detached trailers and recreational vehicles are prohibited from parking in public rights-of-way; however one (1) recreational vehicle or one (1) trailer may be parked within public street rights-of-way for a period up to seventy-two (72) hours, provided they are attached to the towing vehicle. Moving the towing vehicle and/or the trailer to another location in the right-of-way does not extend or restart the seventy-two-hour period.
- ii. In residential zone districts, where it is desired to maintain such a restricted vehicle either within six (6) feet of a public street on private property or within a lawful parking area on a public street abutting the front of the property in excess of seventy-two (72) hours, the property owner may obtain a temporary parking permit from the planning and

development department. Such temporary parking permit shall be for a time period not to exceed fourteen (14) days and no more than one (1) such permit shall be issued each six (6) months for the same vehicle. The issuance of a temporary permit is for the purpose of parking only and not for any other activity. The permit must be placed upon the inside windshield or side window on the driver's side so as to be visible for inspection.

d. Miscellaneous Recreational Vehicle and Trailer Regulations

i. Pickup Truck-Mounted Campers

Pickup truck-mounted campers, when mounted upon pickup trucks, are not subject to these parking restrictions except that such camper shall not be used for permanent or temporary living quarters. Nothing in this section will be construed to restrict or limit parking of any vehicle so described upon private property so long as said vehicle is parked in accordance with the limitations of this section and provided that sight distance triangle requirements of section 26-603 are met.

ii. Surfacing of Areas for Recreational Vehicles and Trailers

Areas which are used to store or park allowed recreational vehicles or trailers shall be of an improved surface consisting of concrete, asphalt, brick pavers, gravel at least six (6) inches in depth, or similar materials. If gravel is used, the parking or storage area must be built to that the material used for surfacing stays contained with the storage or parking area with the use of concrete curbs, railroad ties, landscape timbers, or similar materials.

iii. Parking of Recreational Vehicles and Trailers on Multi-Family Property

The storage of recreational vehicles or trailers is permitted upon multi-family residential properties where the owner of the vehicle resides upon the premises, and where such vehicle or vehicles do not displace parking spaces required to meet the minimum vehicular parking requirement for the property as set forth herein for multifamily residential land uses.

4. Variances to Residential Parking Standards

Any vehicle or trailer owner may apply for a variance to the restrictions contained in subsections 2a, 3a, and 3b in accordance with the procedures for requesting a minor variance as provided in subsection 26-115 C 1 of this Code, whether or not the requested variance is within the ten (10) percent limitation. Should objections be received from the adjacent property owners, the community development director shall schedule the request for a public hearing before the board of adjustment according to the noticing procedures contained in subsections 26-109 B, C and D. Any variance granted by either the community development director or the board of adjustment shall be a grant of the variance to the property owner only.

(Ord. No. 2001-1215, § 1, 2-26-01; Ord. No. 1265, § 2, 9-23-02; Ord. No. 1271, § 2, 12-10-02; Ord. No. 1288, §§ 1, 2, 5-12-03; Ord. No. 1318, § 1, 3-22-

H. Definitions

1. Drive through and vehicle stacking space

A stacking space is an area for motor vehicles to line up in while waiting to go through a drive-through facility, or within a designed drop-off or pick-up zone.

2. Floor area

Floor area shall mean the gross interior floor area of the entire building or portion of building devoted to a specific use or uses, less the following areas:

- Mechanical/utility rooms.
- Restrooms.
- Elevators, stairwells.
- Show windows.
- Hallways.
- Common areas.
- Kitchen areas.

For the purpose of estimating parking requirements where detailed calculations for the above-stated exceptions are lacking, it will be assumed that such excepted space covers no more than ten (10) percent of gross floor area.

3. Gross leasable area

The total interior floor area designed for tenant occupancy and exclusive use and includes both owned and leased area, but excludes common mall areas not designed for specific use such as pedestrian circulation, common physical plant and maintenance areas.

4. Hard surface

Durable and dustless materials designed to bear the weight load for the storage of motor vehicles, including concrete, asphalt, compacted crushed stone, compacted gravel, recycled asphalt, open and closed pavers, including turf block pavers and other similar materials.

5. Hospital bassinets

In hospitals, bassinets shall not be counted as beds.

6. Low- or medium-density residential

For the purposes of this section, low- or medium-density residential shall be considered any property zoned residential. Only planned residential developments with densities greater than 12 dwelling units per acre shall be considered high density residential.

7. Major change of use

For the purposes of this section, a major change of use shall be considered any use that requires an increased number of required off street parking spaces from the prior use.

8. Residential driveway

An area providing direct access from a public or private street or access easement and leading directly to a garage or other hard surface motor vehicle parking area and not exceeding the width of the garage door or doors or the width of the motor vehicle parking area by more than two feet on either side.

9. Seating

In places of public or private assembly in which patrons or spectators occupy benches, pews or other seating facilities, each twenty (20) inches of seating facility shall be counted as one (1) seat for the purpose of determining requirements for off-street parking facilities under this chapter.

10. Street parking

Street parking shall mean parking spaces which are available within the public streets immediately adjacent to a one- or two-family residential lot or development, excluding areas designated as no parking zones. For each one- or two-family dwelling, two (2) street parking spaces shall be provided. In cases where street parking does not add up to two (2) parking spaces per dwelling unit, the difference shall be made up on the lot or development.

11. Unified shopping center

A principally retailed facility which may also include service and office-type uses in a single main structure, and ownership or common control elements exist so that the entire development functions as a unit.

Section 2. Safety Clause. The City Council hereby finds, determines, and declares that this Ordinance is promulgated under the general police power of the City of Wheat Ridge, that it is promulgated for the health, safety, and welfare of the public and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The City Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 3. Severability; Conflicting Ordinances Repealed. If any section, subsection or clause of this Ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall

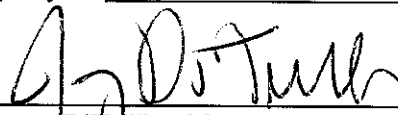
not be affected thereby. All other ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section 4. Effective Date. This Ordinance shall take effect upon adoption and signature by the Mayor, as permitted by the Charter.

INTRODUCED, READ, AND ADOPTED on first reading by a vote of 8 to 0 on this 14th day of September, 2009, ordered published in full in a newspaper of general circulation in the City of Wheat Ridge and Public Hearing and consideration on final passage set for September 28, 2009, at 7:00 o'clock p.m., in the Council Chambers, 7500 West 29th Avenue, Wheat Ridge, Colorado.

READ, ADOPTED AND ORDERED PUBLISHED on second and final reading by a vote of 7 to 0, this 28th day of September, 2009.

SIGNED by the Mayor on this 28th day of September, 2009.



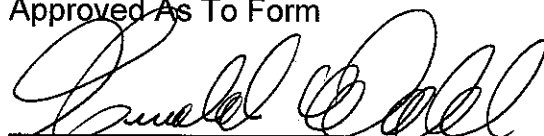
Jerry DiTullio, Mayor

ATTEST:



Michael Snow, City Clerk

Approved As To Form



Gerald E. Dahl, City Attorney

First Publication: September 17, 2009
Second Publication: October 1, 2009
Wheat Ridge Transcript
Effective Date: September 28, 2009