

ORDINANCE #2012-

AN ORDINANCE AMENDING CHAPTER 117 THE RAMSEY CITY
CODE PERTAINING TO OFF-STREET PARKING AND LOADING
REQUIREMENTS

Underlined text shows additions

~~Strikeout text shows deletions~~

THE CITY OF RAMSEY DOES ORDAIN:

Section 1. Section 117-355 of the Ramsey City Code is amended is amended to read as follows:

Sec. 117-355. Residential development off-street parking.

(a) In any residential district, inside parking of licensed and/or unlicensed motor vehicles and equipment, commercial or private, shall be permitted. Off-street parking spaces are required for residential uses:

Use	Parking Spaces Required
<u>Residential Uses</u>	
<u>Assisted Living</u>	.5 spaces for each unit
<u>Nursing Home</u>	<u>1 space per 6 patient beds, plus one space per employee on the largest work shift.</u>
<u>Daycare facilities (residential district)</u>	<u>No additional spaces required if located in a single dwelling or one unit in a multiple dwelling structure</u>
<u>Dwellings, detached townhouses</u>	<u>2 spaces per unit one of which must be within a primary garage.</u>
<u>Dwellings, single-family detached and two-family attached and residential facilities (licensed for 6 or fewer persons)</u>	<u>2 spaces per unit one of which must be within a primary garage.</u>
<u>Dwellings, townhouses and multiple dwelling structures</u>	<u>2 spaces per unit (one of which must be within a garage), plus 0.5 spaces for each unit for guest parking.</u>
<u>Dwellings, Senior Independent Living</u>	<u>1 space per unit, plus 0.5 space for each unit for guest parking and an addition .5 spaces for demonstrated parking to be paved in the event the development is converted to regular occupancy.</u>
<u>Mobile home parks</u>	<u>2 space per unit, plus 3 per each 6 units as guest</u>

	<u>parking.</u>
<u>Model houses/temporary real estate offices in residential units</u>	<u>4 temporary spaces per dwelling or office</u>
<u>Offices related to leasing, renting and maintenance of multiple family or attached dwellings</u>	<u>1 space for each employee on the largest shift, plus two visitor spaces or one space for each 100 square feet, whichever is greater.</u>
<u>Residential facilities (Licensed for over 6 persons)</u>	<u>1 space for each staff person on the largest shift and 0.5 space for each resident of the licensed capacity</u>

Section 2. Section 117-356 of the Ramsey City Code is amended to read as follows:

Sec. 117-356 Commercial and industrial development off-street parking and loading.

(a) *General requirements.*

- (1) Property that constitutes required off-street parking areas may not be separated through sale or other means, from the property containing the principal use for which the parking area is required.
- (2) All off-street parking spaces shall have access off driveways and not directly off the parking public street unless other wise approve by city council.
- (3) Required parking facilities serving two or more uses may be located on the same lot or in the same structure, provided that the total number of parking spaces furnished shall not be less than the sum of separate requirements for each use. The county may approve the joint use of parking facilities by the following uses or activities under the following conditions:
 - a. For the purpose of this section, the following uses are considered as daytime uses: banks, business offices, or wholesale or similar uses.
 - b. The following are to be considered as nighttime or Sunday uses: auditoriums, incidental to a public or parochial school, churches, bowling alleys, dance halls, theatres, retail stores, personal service shops, bars or restaurants.
 - c. A properly drawn legal instrument executed by the parties' concerned for joint use of off-street parking facilities shall be filed with the zoning administrator, which shall run with the land and be recorded with the county recorder's office.

(b) *Off-street parking spaces required.* Off-street parking spaces shall be provided in accordance with the specifications in this Code in any district wherever any new use is established or existing use is enlarged. Screening and landscaping as described in this section may be required where it is necessary to protect the aesthetic characteristics of residential neighborhoods (one space equals 300 square feet). When application of these regulations results in a requirement of a fraction space, any fraction up to and including one-half shall be disregarded. Fractions of over one-half shall count as one additional space.

Use	Parking Spaces Required
<u>Public and Institutional uses</u>	
<u>Athletic Facilities, Amphitheaters, Stadiums</u>	<u>1 space for each 4 seats (one seat equals 22 inches of pew or bench space) of design capacity and/or 10 seats for each field and/or 20 seats for each ball diamond. A percentage of the parking may be provided in grass lots provided those lots are used not more than 5 times per year.</u>
<u>Cemeteries</u>	<u>1 space for each full-time employee</u>
<u>Places of public assembly, clubs, lodges, mortuaries, and banquet, or convention halls</u>	<u>1 space for each 3 seats (one seat equals 22 inches of pew or bench space) based on the design capacity in the main assembly area, plus parking figured separately for additional gymnasiums, banquet rooms, meeting rooms, offices, and other multi-use spaces</u>
<u>Schools-Elementary and Junior High</u>	<u>1 space for each classroom plus 1 for each 100 students of design capacity</u>
<u>Schools-High School, College, Trade, etc.</u>	<u>1 space for each 5 students of design capacity, plus 1 space for every classroom</u>
<u>Business Uses</u>	
<u>Use</u>	<u>Minimum Number of Spaces Required</u>
<u>Boat and other recreational equipment and vehicle sales</u>	<u>4 spaces plus 1 additional space for each 500 square feet of gross floor area over the first 1,000 square feet</u>
<u>Bowling alley</u>	<u>5 spaces per alley, plus additional parking calculated separately for restaurants and other related uses</u>
<u>Clinics-medical, dental, chiropractic, etc.</u>	<u>Three spaces per doctor/dentist</u>
<u>Daycare, preschools, except residential</u>	<u>1 space per employee plus one space per 7</u>

	<u>children of licensed capacity of the facility</u>
<u>Fuel or service stations</u>	<u>4 spaces plus 3 spaces for each enclosed service stall plus parking figured separately for retail or office space.</u>
<u>Golf courses, driving ranges</u>	<u>4 spaces for each green, plus 1 for each employee on the largest shift, plus 2 spaces for each driving tee on a driving range</u>
<u>Hotel, motel</u>	<u>1 space per rental room and one additional for each 4 rental rooms, plus additional parking calculated separately for banquet rooms, meeting rooms, and restaurants</u>
<u>Hospitals</u>	<u>2 spaces for each patient bed</u>
<u>Manufacturing, fabricating or processing of a product or material</u>	<u>1 space for each 1,000 square feet of gross floor area</u>
<u>Movie theaters</u>	<u>1 space for each 4 seats of design capacity</u>
<u>Offices, including government buildings and other profession offices</u>	<u>Minimum of 3 spaces per 1,000 square feet of floor area.</u>
<u>Open sales lots</u>	<u>1 space for each 2,000 square feet of land up to the first 8,000 square feet, plus 1 space for each 4,000 square feet up to a parcel of 24,000 square feet, plus 1 space for each 6,000 square feet over 24,000.</u>
<u>Restaurants, delicatessens, bars, taverns</u>	<u>1 space per 3 patron seats or 1 space per 100 square feet of floor area whichever is greater, plus 1 space per employee on the largest work shift</u>
<u>Restaurants, fast food</u>	<u>1 space per 50 square feet of floor area, plus 1 space per employee on the largest work shift, plus 6 off street stacking spaces per drive-through lane.</u>
<u>Restaurants where no interior serving areas are present, such as a drive-in or take out business</u>	<u>At least 15 spaces for those serving food and refreshments and at least 10 spaces for all others.</u>
<u>Retail or service use, unless otherwise specified</u>	<u>1 space for each 200 square feet of gross floor area. No retail or service use may provide parking in excess of 10 percent above the minimum required parking spaces. Such properties may hold aside additional areas for</u>

	<u>parking which the City Council may approve for conversion if parking spaces are proven to be under provided.</u>
<u>Self-service storage facility</u>	<u>Drive aisles between and around storage buildings must be 30 feet to accommodate through traffic and parking outside individual storage units plus parking figured separately for office and/or on-site security personnel residences, etc</u>
<u>Shopping Centers and Big-Box retailers (over 40,000 sq ft)</u>	<u>Minimum of 4 spaces per 1,000 square feet of floor area.</u>
<u>Showrooms for display or sales including furniture stores, carpet stores, etc.</u>	<u>1 space per 400 square feet for first 25,000 square feet, plus 1 space per 600 square feet thereafter.</u>
<u>Showrooms for sale of automobiles</u>	<u>5 spaces for customer parking for every acre of total site area, plus 5 spaces for customer service parking for every acre of total site area, plus 1 space for each 400 square feet of gross floor area for employees.</u>
<u>Skating rinks (indoor), dance halls, miniature golf, ice arenas (indoor), health and fitness clubs etc.</u>	<u>1 space per 300 square feet of floor area, plus 1 space per employee on the largest work shift.</u>
<u>Warehousing (and storage) in structures < 6,000 sf</u>	<u>1 space for each 600 square feet of gross floor area, with a minimum of 5 spaces</u>
<u>Warehousing (and storage) in structures > 6,000 sf</u>	<u>1 space for each 2,000 square feet of gross floor area, with a minimum of 10 spaces</u>

Parking spaces may be located on a lot other than that containing the principal use only with the approval of the zoning administrator.

~~(c) Parking spaces and drive aisles. Minimum parking space and drive aisle sizes shall be as follows:~~

	Stall-Width	Stall-Depth	Aisle-Width
90 degree	9-feet	18-feet	24-feet
60 degree	9-feet	17-feet	17-feet
45-degree	9-feet	19-feet	11-feet

(c) Off-street parking design requirements

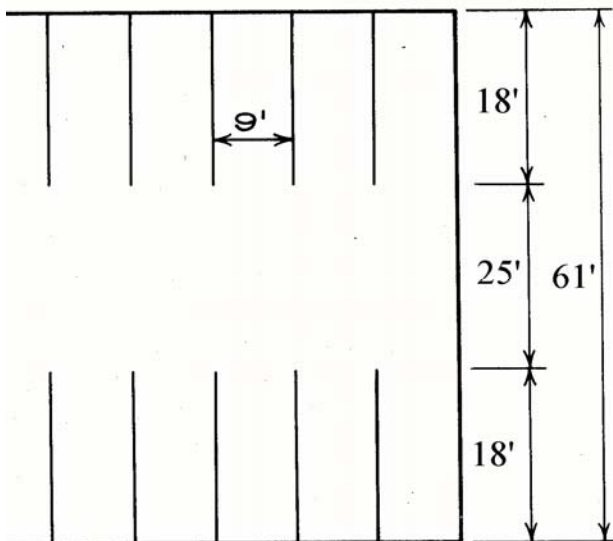
(1) Setbacks. All parking areas created after the effective date of this chapter must be designed and constructed so that no part of any vehicle may ever be nearer than the following:

- (a) Side or rear property line adjacent to a residential use - 35 feet.
- (b) All other interior side or rear property lines - 5 feet, unless shared parking agreement is in place with a cross access easement recorded with the Anoka County Records Office.
- (c) From public rights-of-way - 15 feet.

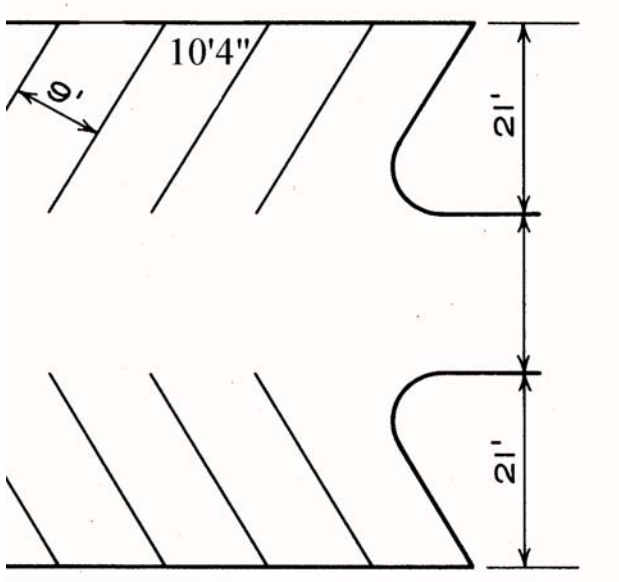
(2) Design requirements. All new construction, expansion or modification of parking areas with more than four parking spaces must comply with the following:

(a) Each parking space and drive aisle must be unobstructed and must adhere to the design requirements included in the following table:

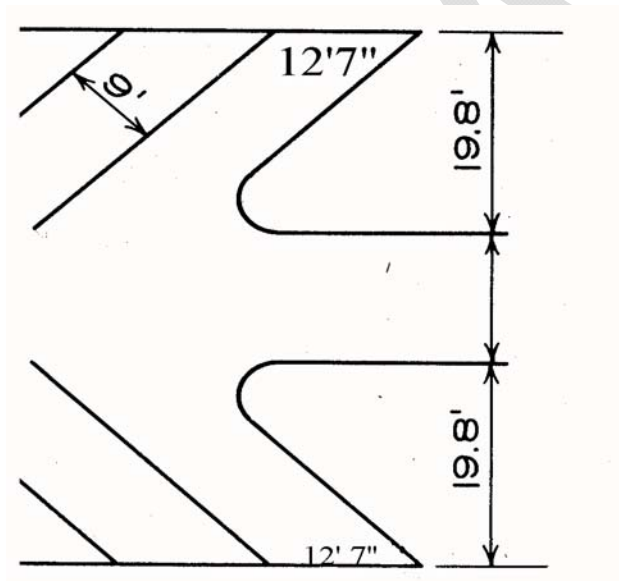
Required Length and Width of Parking Spaces						
<u>Angle of Parking Space</u>	<u>Type</u>	<u>Minimum Width of Space at Curb (Non-Retail Uses)</u>	<u>Minimum Width of Space at Curb (Retail Uses)</u>	<u>Minimum Length of Space from Curb</u>	<u>Minimum Drive Aisle Width (One Way)</u>	<u>Minimum Drive Aisle Width (Two Way)</u>
90 degrees	Standard	9'	10'	18'	20'	25'
	Compact	8'	8'	16'	20'	25'
60 degrees	Standard	10' 4"	11' 6½"	21'	18'	25'
	Compact	8' 6"	8' 6"	17'	18'	25'
45 degrees	Standard	12' 7"	14' 1¾"	19' 8"	15'	25'
	Compact	8' 6"	8' 6"	17'	15'	25'



90 Degrees (Standard)



60 Degrees (Standard)



45 Degrees (Standard)

(b) Parking spaces for the disabled or for specially equipped vehicles for the disabled must comply with the State Building Code requirements and the Americans with Disability Act standards.

(c) Required parking stalls may be designed and provided with electric car plug in devices.

(d) Where parking spaces abut perimeter curbs, the length of the spaces may be shortened to account for the car overhang (no greater than 12 inches). They shall not be shorted adjacent to sidewalks.

(e) All parking spaces must be designated by clearly visible painted lines.

(f) Drive isle width as stated in paragraph (2) (a) shall be approved at the time of site plan review.

(3) *Curbing required.* Paving areas must be separated with curb and gutter from all designated landscaping areas, curb islands, and at ingress-egress locations to the traveled roadway. Curbing must be constructed of poured-in-place concrete equipped with a gutter and must be of a six inch non-surmountable design. Other curb options may be allowed as approved by the city.

(4) *Paving.* Storage areas and access drives for motorized vehicles or motorized recreational vehicles must be paved with a continuous impervious surface, except for properties where gravel driveways existed prior to the adoption of this ordinance

This paving requirement includes the entire parking area including parking stalls, aisles and driveways based on the following requirements:

- All areas shall be surfaced with concrete, bituminous or pavers.
- Pervious paving/paver systems may be used provided appropriate soils and site conditions exist for the pervious systems to function. The city engineer shall make the final determination if soils are conducive for use of pervious paving/paver systems.
 - The use of pervious paving/paver systems is encouraged for pedestrian walkways, parking areas, overflow parking areas, snow storage areas, within raised medians and islands, emergency vehicle lanes and other low traffic areas.
 - The owner shall provide soils information to demonstrate to the satisfaction of the city engineer that appropriate conditions exist for the pervious paving/paver systems to function and the owner shall enter into a maintenance agreement to ensure ongoing maintenance and operation of all pervious paving/paver systems.
 - This requirement also applies to open sales lots, open rental lots, and outdoor storage or display areas.

(a) Alternative surface materials may be consider for the rear yard of properties located in the B-2, B-3, H-1, or Employment Districts through the issuance of an Interim Use Permit.

(5) *Drainage.* Driveways shall not exceed a grade of four percent and all parking lots except those for less than four vehicles shall include a minimum of a one percent

grade. Catch basins, sumps, and underground storm sewers must be installed if required by the City Engineer.

(6) *Traffic regulatory signs.* Stop signs are required at all driveway exits to public streets. Other signs may be required as part of the Site Plan Review process.

(7) *Stacking.* All drive-through service windows must contain room for a minimum stacking of six cars from the serving window and stacking must not extend into drive aisles.

(8) *Demonstrated parking.* The City Council may approve a “proof-of-parking” plan which allows for a portion of the required parking, but demonstrates that the minimum number of required parking spaces can be accommodated on the property and meet setback requirements. The plan must demonstrate that all other applicable ordinances can be met if the full amount of required parking were to be constructed. The area for future parking must be maintained as green space (sodded with grass or natural plant materials). Any changes to use and/or building size could invalidate the approval for “Demonstrated Parking”. Demonstrated parking may reserve the right to require installation of the additional parking spaces.

(9) *Credit for On-Street Parking:* This subsection is intended to reduce the amount of unnecessary parking spaces and to encourage pedestrian activity as an alternative means of transportation. Credit for on street parking shall be allowed only within mixed use developments. Some or all of the off street parking spaces as required in section 3 (b), off-street parking spaces required of this chapter may be met by the provision of on street spaces. Such credit shall require site plan review approval. Requests for on street parking shall meet the following requirements:

(a) All on street parking facilities shall be designed in conformance with the standards established by the City;

(b) Prior to approving any requests for on street parking, the development review team shall determine that the proposed on street parking will not materially adversely impact traffic movements and related public street functions and;

(c) Credit for on street parking shall be limited to the number of spaces provided along the street frontage adjacent to the use.

(10) *Landscaping and screening.*

(a) All landscaped areas, including parking area islands must be equipped with an underground, automatic irrigation system. The irrigation system must include a flow meter, moisture sensing devices and must be calibrated to meet all applicable City Codes.

(b) Interior parking lot area. To break up the appearance of large impervious areas, all parking lots in B, E and OP zoning districts shall be subject to the following design and landscape standards:

1. Parking lot landscaping. All parking lots containing ten (10) parking spaces or more are required to provide internal overstory tree plantings in an effort to shade parking surfaces and provide visual relief. Plantings are required at the following minimum schedule. The planting schedule is established to provide an acceptable number of plantings that may be planted in regular symmetrical patterns or irregular clusters or groupings:

a. 1 tree per every ten parking spaces.

b. Acceptable ground cover materials include sod, mulch, and other natural ground cover. Landscaping rock and plastic underlayment is not allowed.

c. All parking lot planting areas shall include underground irrigation systems.

d. Landscaped parking lot islands shall be required at the beginning and end of each parking row to break up longer rows. Overstory tree plantings shall be provided with a planting area of 180 square feet. Required trees shall be included in these islands.

Alternative: Fifty (50) percent of required landscaping shall be located within the interior of the parking lot (inside the parking lot setback) within parking lot islands as required in line d. above, while the remaining fifty (50) percent can be provided within the parking lot setback areas.

f. Parking spaces and rows shall be organized to provide consolidated landscaped areas and opportunity for on site stormwater management.

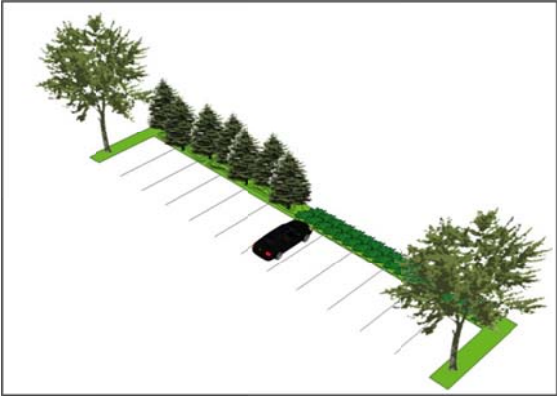
(12) Perimeter Parking Area Landscaping Standards. Where a parking lot of ten (10) parking spaces or more, serving a use abuts a street right-of-way, vacant land, or any other development (except another parking use area), perimeter landscaping strips shall be provided and maintain between the vehicle use areas and the abutting right-of-way or property line in accordance with the following standards:

(a) Location.

(1) Perimeter landscaping shall be located on the same land where the parking use area is located. *Alternative*-within parking lot setbacks

(2) Perimeter landscaping may not be placed within future street rights-of-way as identified on the City's transportation plans.

- (b) Minimum Width. When the parking use area is located within 50 feet of a street right-of-way, the perimeter landscaping shall be located within a planting strip at least six feet wide. In all other instances, the strip shall be the minimum width necessary to assure required landscaping is not damaged by vehicle or other on-site activity. In no instance shall the strip be less than three feet wide.



(c) Landscaping. Perimeter landscaping requirements are based on the following:

- Wherever a B or E district is abutting a non-residential district or use the landscape screening shall consist of a minimum of three feet in height as measured from the top of the adjacent parking area surface or;
- Wherever a B or E district is abutting a residential district or use the landscape screening shall consist of a minimum of 6 (six) feet in height and 80% (eighty percent) opaque.
- Alternative- we could reduce the parking lot setback to provide additional parking lot area while allowing perimeter landscaping in the setbacks.

- (13) Pedestrian circulation: All parking lots in Business, Employment/Office Park, Multiple Family and non-residential uses in residential zoning districts shall be subject to the following standards to provide a safe pedestrian environment:
- (a) Parking areas shall include a direct and continuous pedestrian network within and adjacent to parking lots to connect building entrances, parking spaces, public sidewalks, transit stops, and other pedestrian destinations.
- (b) At least one pedestrian route shall be provided between the main building entrance and the public sidewalk that is uninterrupted by surface parking and driveways. Pedestrian routes may include the following:
- Raised sidewalk
 - Colored pavement identifying a walkway
 - Other designed approved during the site plan review process.
- (c) In larger parking lots or where parking lots serve more than one building or destination, designated pedestrian pathways for safe travel through the parking lot shall be provided.
- (d) All pedestrian routes within a parking lot shall include a clear division from vehicular areas, with a change in grade, soft landscaping, or a change in surface materials.

- (e) Where pedestrian routes cross street access driveways and other major drive aisles, crossings shall be clearly marked and sight distance for both pedestrian and vehicles shall be unobstructed.

(14) Parking of motorized vehicles outside of driveway locations is only allowed on areas paved with a continuous impervious surface, or approved pervious surface, or on legal non-conforming parking areas.

(15) Cart Storage. Any retail commercial uses using carts shall provide ample space for the storage of customer service carts within off-street parking areas (unless all carts are stored and returned at the building entry. The need and specific amount of required cart storage space shall be determined as part of site plan review. When required, cart storage areas shall not occupy required off-street parking space, shall be clearly delineated, and include facilities for cart confinement.

(16) Minimum Parking Requirement Alternative: Because the purposes and intent of this title includes the lessening of congestion on the streets and roads, and reducing the amount of parking, specific standards and regulations are outlined which are intended to provide an option to reduce the total parking provided on site. A site plan review a memo shall be provided detailing how alternative parking is provided within the requirements of this section. These standards apply to all new construction or major redevelopment or expansion in Business, Employment, non-residential uses in any Residential District, and Mixed Use developments.

Requirement of all new construction in districts listed above In any Business, Employment or non-residential use in any Residential District that proposes parking in excess of the minimum requirements, or a reduction to the minimum requirements, as listed in Sec. 117-355 and Sec. 117-356 shall provide alternative parking utilizing at least two of the following parking management strategies:

(a) Bicycle Parking Requirements: Encouraging the use of bicycles is an important nonmotorized transportation alternative and can serve as an alternative to minimum parking standards.

(1) Required Bicycle Parking Spaces: The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use.

(2) Design Standards For Bicycle Parking Spaces: Bicycle parking spaces shall be:

(a) Located on the same lot as the principal use;

(b) Located to prevent damage to bicycles by cars;

(c) In a convenient, highly visible, active, well lighted area;

- (d) Located so as not to interfere with pedestrian movements;
- (e) As near the principal entrance of the building as practical;
- (f) Located to provide safe access from the spaces to the right of way or bicycle lane;
- (g) Consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;
- (h) Designed to avoid damage to the bicycles;
- (i) Anchored to resist rust or corrosion, or removal by vandalism;

(a) Compact parking stalls. Parking areas including 30 spaces or more, shall include 25% of total spaces required, stripped and signed as compact stalls.

(a) Motorcycle/scooter parking. Two motorcycle/scooter parking spaces may be provided in lieu of one required automobile parking space. The maximum automobile parking space reduction under this provision shall be calculated at a 1:30 ratio (For every 30 required automobile parking spaces, one automobile space may be waived). Parking areas under 30 spaces may reduce the parking requirement by a maximum of one automobile parking space. Motorcycle parking must be properly labeled with signs and surfaced with concrete. The minimum stall size for one motorcycle shall be four-foot in width by seven foot in depth.

(b) Car Pool Parking Incentives: The following regulations are intended to encourage the use of car pooling to increase vehicle occupancy and reduce traffic volumes and congestion:

(1) Applicability: The regulations of this subsection shall apply to all nonresidential buildings or uses constructed after adoption of this title, that employ one hundred (100) or more people.

(2) Reserved Parking Spaces: Uses that encourage a car pool program among employers are allowed to designate required parking as reserved car pool parking. No more than ten percent (10%) of the total number of employee parking spaces for vehicles participating in a car pool program can be designated. Car pool parking spaces shall be located to provide superior convenience.

(3) Submission Of Car Pool Parking Plan: Each use meeting the objectives of this subsection shall submit a plan of the employee parking spaces reserved for car pooling to the development review team for review and approval. The plan shall:

- (a) Specify the total number of employee parking spaces provided;

(b) Indicate the number and location of parking spaces reserved for car pooling; and

(c) Include a copy of the car pool program which identifies the individuals participating in the car pool program.

(4) Delineation Of Car Pool Parking Spaces: Car pool parking spaces shall be marked by sign or marking on the pavement to identify that the use of the spaces is reserved for the car pool program.

(5) The maximum automobile parking space reduction under this provision shall be calculated at (a ten (10) % reduction) in overall parking required.

(c) Shared parking. Parking areas may be shared by uses on separate lots within 500 feet of the entrance to the use it will serve provided that the following is met

(1) Certain uses that have their highest peak demand for parking at substantially different times of the day or week can consider a plan to provide required parking by sharing parking with adjacent uses based on the following criteria:

(a) Of up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, dance hall, bar, or restaurant may be supplied by the off-street parking facilities provided by types of uses specified as a primarily daytime use in subparagraph (d) below.

(b) Of up to fifty (50) percent of the off-street parking facilities required for any use specified under (d) below as primary daytime uses may be supplied by the parking facilities provided by the following nighttime or Sunday uses:
Auditoriums incidental to a public or parochial school, places of assembly, bowling alleys, dance halls, theatres, bars, or restaurants.

(c) Of up to fifty (50) percent of the parking facilities required by item b above for a place of public assembly or for an auditorium incidental to a public or parochial school may be supplied by off-street parking facilities provided by uses specified under (d) below as primarily daytime uses.

(d) For the purpose of this section, the following uses are considered as primarily daytime uses: Banks, business offices, retail stores/shopping centers, personal service shops, household equipment or furniture shops, clothing or shoe repair or service shops, manufacturing, wholesale, and similar uses.

(2) The parking area must have a pedestrian connection, which includes a trail or walkway, paved with a continuous impervious surface that connects to all users of the shared parking.

(3) The parking plan for the area must demonstrate that all other applicable ordinances can be met.

(4) Any adjacent properties with approved shared parking agreements must have vehicle access between them.

(5) The agreement between all affected property owners may be approved as to content by the City Attorney and may define responsibilities for maintenance. Where shared use of parking exists within the same site or across sites, a properly drawn legal instrument, drafted and executed by the parties concerned, must be filed as a deed restriction on both properties with the records for both properties in the Registrar of Titles' or Recorder's Office of Anoka County with proof thereof presented to the Issuing Authority. The intent in either case is that the agreement will be in the public record in perpetuity, and not altered unless approved by the City Issuing Authority.

(6) Revocation. Failure to comply with the shared parking provisions of this Section constitutes a violation of this Code. A shared parking agreement may be revoked by the parties to the agreement only if off-street parking is provided as otherwise set forth in Section b of this Code, or if an alternative shared parking plan is approved by the City.

Section 3. Section 117-357 of the Ramsey City Code is amended to read as follows:

Sec. 117-357 Off-street loading

~~(1) One off-street loading berth/dock shall be provided for every business and industrial use.~~

(1) All off-street loading dock/berth areas shall be a minimum of 50 feet in length and there shall be at least one dock/berth for the first 10,000 square feet of floor area and one additional berth/dock for each additional 25,000 square feet of floor area.

(2) All external loading and service areas must be completely screened from ground level view from contiguous residential properties and adjacent streets, except at access points. Whenever a Business or Employment District abuts a residential district, there shall be no loading dock on any building elevation that is either directly facing or oriented towards a single family residence.