



City of Whitewater Parking Lot Curbing Guidelines

The City's Plan and Architectural Review Commission reviews site plans for all new and expanded commercial, industrial, institutional, and multiple family housing projects. The Commission adopted the following guidelines to assist developers, builders, and land owners understand expectations for curbing of new and expanded parking lots.

1. For commercial service, retail, office, and institutional uses, curbing should completely surround all parking lots and circulation drives where average daily traffic on the peak day of the week is projected to exceed 400 trip ends. (A vehicle arriving in a parking lot at one time and departing at a later time constitutes two trip ends.) The following table may be used to project trip ends for various uses. The size of the uses listed below are typical of Whitewater—larger uses will generate more traffic and smaller uses will generate less traffic.

Projected Vehicle Trip Ends for Commercial and Institutional Land Uses

Land Use	Vehicle Trip Ends per Peak Day
Supermarket (40,000 sq. ft.)	6,600
Multi-tenant retail (25,000 sf)	1,020
Dept. Store (80,000 sq. ft.)	5,600
Gas/Convenience (8 pumps)	1,400
Fast Food Restaurant (2,500 sf)	1,580
Sit Down Restaurant (4,000 sf)	820
Movie theater (4 screens)	2,100
Drive-in Bank (3,500 sf)	920
Office (20,000 sf)	400
High school (750 students)	1,040
Elementary school (400 students)	430
Church (15,000 sf)	550
Medical Clinic (20,000 sf)	680

Source: Trip Generation, 5th Edition, Institute of Transportation Engineers

2. For multiple family residential uses, curbing should completely surround each parking lot and circulation drive where average daily traffic on the peak day of the week is projected to exceed 400 trip ends within that particular parking lot. The following table may be used to project trip ends for parking lots serving multiple family residences.

Projected Vehicle Trip Ends for Multiple Family Residential Parking Lots

Parking Lot Size	Vehicle Trip Ends per Peak Day			
	1 Bedroom/ Efficiency	2 Bedroom	3 Bedroom	4+ Bedroom
Parking lot serving 8 units	35	52	70	87
Parking lot serving 16 units	70	104	139	173
Parking lot serving 24 units	104	156	208	259
Parking lot serving 32 units	139	208	277	346
Parking lot serving 48 units	208	311	415	518
Parking lot serving 64 units	277	415	553	691

Source: Trip Generation, 5th Edition, Institute of Transportation Engineers

3. For industrial uses, general curbing of parking lots is not required.
4. For all uses except for single and two family residences, curbing should be provided around the following parts of parking lots and internal vehicle circulation drives:
 - a) Along all or part of an entrance driveway that connects a public street to a parking lot.
 - b) Around all landscaped “islands,” landscaped “peninsulas,” or other places where paved areas surround or nearly surround green space. This is intended to prevent damage to landscaping, avoid breaking of pavement edges, and minimize tracking of dirt and mud.
 - c) Where necessary to divert stormwater away from an area where drainage is not appropriate (e.g., steep slope, near property line) and/or towards an area where drainage is appropriate.
5. Curbing, bumper stops, or other acceptable barriers should be placed in locations where overhanging cars would otherwise extend over walkways, driveways, property lines, other parking spaces, areas with steep slopes, or areas planted with shrubs or planting beds.
6. Curb design should be as follows:
 - a) Curbs should be a minimum of 6 inches in height, and designed to inhibit vehicles from riding over them, except where allowed by the Director of Public Works.
 - b) Curbs should be constructed of concrete, except where the Director of Public Works determines that another material is acceptable.
 - c) Where curbing is required, gutter sections may also be required where necessary for stormwater management purposes.
 - d) Openings in curb sections should be allowed where necessary to facilitate proper stormwater drainage.
7. Expansions to existing parking lots should generally be subject to these curbing provisions if the expansion includes 20 or more parking spaces. Only the area of the expansion will be subject to these provisions, unless substantial improvement to the existing parking lot is required.