

ARTICLE XVIII PARKING

Section 290 Definitions.

Unless otherwise specifically provided or unless clearly required by the context, the words and phrases used in Article XVIII shall have the meaning described in the Definitions section found in Section 15 of this Ordinance.

Section 291 Number of Parking Spaces Required.

- (a) All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.
- (b) The presumptions established by this article are that:
 - (1) A development must comply with the parking standards set forth in subsection (e) to satisfy the requirement stated in subsection (a), and
 - (2) Any development that does meet these standards is in compliance. However, the Table of Parking Requirements is only intended to establish a presumption and should be flexibly administered, as provided in Section 292.
- (c) Uses in the Table of Parking Requirements (subsection(e)), are indicated by a numerical reference keyed to the Table of Permissible Uses, Section 146. When determination of the number of parking spaces required by this table results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.
- (d) The Town Board recognizes that the Table of Parking Requirements set forth in subsection (e) cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered, the land use administrator is authorized to determine the parking requirements using this table as a guide.
- (e) Table of Parking Requirements.

<u>Use</u>	<u>Parking Requirement</u>
1.000	None
1.110	2 spaces per dwelling unit plus one space
1.120	per room rented out (see Accessory Uses, Section 150).

1.200	Two spaces for each dwelling unit, except that: (i) use classification 1.220 requires only one space for the accessory apartment; (ii) if five or more dwelling units share a common parking area, the number of spaces may be reduced by 20%; and (iii) multi-family units limited to persons of low or moderate income or the elderly require only one space per unit.
1.300	
1.400	3 spaces for every five beds except for uses exclusively serving children under 16, in which case 1 space for every 3 beds shall be required.
1.510	1 space for each bedroom
1.520	1 space for each room to be rented plus additional spaces as required in other sections.
1.530	
1.540	
1.550	
1.700	4 spaces for offices of physicians or dentists; 2 spaces for attorneys, 1 space for all others.
2.111	1 space per 150 square feet of gross floor area.
2.112	
2.113	1 space per 200 square feet of net floor area
2.120	1 space per 400 square feet of gross floor area
2.130	
2.210	1 space per 200 square feet of gross floor area
2.220	1 space per 400 square feet of gross floor area
2.230	
3.110	1 space per 200 square feet of gross floor area
3.120	1 space per 400 square feet of gross floor area
3.130	1 space per 150 square feet of gross floor area
3.210	1 space per 200 square feet of gross floor area
3.220	1 space per 400 square feet of gross floor area

- 3.230 1 space per 200 square feet of area within main building plus reservoir land capacity equal to five spaces per window (10 spaces if window serves two stations)
- 4.110 1 space per 400 square feet of gross floor area
4.120 1 space for every two employees on the maximum
4.200 shift except that, if permissible in the commercial districts, such uses may provide 1 space per 200 square feet of gross floor area.
- 5.110 For kindergartens, nursery schools, elementary schools, and middle (junior high) schools: 1 space per staff member plus 1.6 spaces per classroom; or 1 space for each three seats used for assembly purposes, whichever is greater. For high schools 5 spaces for each room used for instruction; or 1 space for each three (3) seats used for assembly purposes, whichever is greater
- 5.120 1 space per 100 square feet of gross floor area
5.130 1 space per 150 square feet of gross floor area
- 5.200 1 space for every four seats in the portion of the church building to be used for services plus spaces for any residential use as determined in accordance with the parking requirements set forth above for residential uses, plus 1 space for every 200 square feet of gross floor area designed to be used neither for services nor residential purposes
- 5.300 1 space per 300 square feet of gross floor area
5.400
- 6.110 1 space for every 3 persons that the facilities are designed to accommodate when fully utilized (if they can be measured in such a fashion: example, tennis courts or bowling alleys) plus 1 space per 200 square feet of gross floor area used in a manner not susceptible to such calculation
- 6.120 1 space for every four seats
6.130
- 6.210 1 space per 200 square feet of area within enclosed buildings,
6.220 plus 1 space for every 3 persons that the outdoor facilities are designed to accommodate when used to the maximum capacity

- 6.230 Miniature golf course, skateboard park, water slide, and similar uses--1 space per 300 square feet of area plus 1 space per 200 square feet of building gross floor area; Driving range--1 space per tee plus 1 space per 200 square feet in building gross floor area; Par Three Course--2 spaces per golf hole plus 1 space per 200 square feet of building gross floor area
- 6.240 1 space per horse that could be kept at the stable when occupied to maximum capacity
- 6.250 1 space for every three seats
- 6.260 1 space per speaker outlet
- 6.270 1 space per camping space
- 7.100 2 spaces per bed or 1 space per 150 square feet of gross floor area, whichever is greater
- 7.200 3 spaces for every 5 beds Multi-family units developed or sponsored by a public or non-profit agency for limited income families or the elderly require only 1 space per unit
- 7.300 1 space for every two employees on maximum shift
- 7.400
- 8.100 1 space per 100 square feet of gross floor area
- 8.200 Same as 8.100 plus 1 space for every four outside seats
- 8.300
- 8.400 Same as 8.200 plus reservoir lane capacity equal to five spaces per drive-in window
- 9.100 1 space per 200 square feet of gross floor area
- 9.200
- 9.300 1 space per 200 square feet of gross floor area of building devoted primarily to gas sales operation, plus sufficient parking area to accommodate vehicles at pumps without interfering with other parking spaces
- 9.400 1 space per 200 square feet of gross floor area

9.500	<u>Conveyer type</u> --1 space for every three employees on the maximum shift plus reservoir capacity equal to five times the capacity of the washing operation. <u>Self-service type</u> --2 spaces for drying and cleaning purposes per stall plus two reservoir spaces in front of each stall
9.600	1 space per 200 square feet of gross floor area of the building or structure in which sales are conducted
10.200	1 space for every two employees on the maximum shift but not less than 1 space per 5,000 square feet of area devoted to storage (whether inside or outside)
11.000	1 space per 200 square feet of gross floor area
12.000	1 space per 200 square feet of gross floor area
13.000	1 space per 200 square feet of gross floor area
14.000	1 space for every two employees on maximum shift
15.100	1 space per 200 square feet of gross floor area
15.200	
15.300	1 space for every two employees on maximum shift
15.400	1 space per 100 square feet of gross floor area
16.000	1 space per 200 square feet of gross floor area
19.000	1 space per 1,000 square feet of lot area used for storage, display, or sales
20.000	1 space per 100 square feet of gross floor area
21.200	1 space per 200 square feet of gross floor area
22.000	1 space per employee plus 1 space per 200 square feet of gross floor area
24.000	1 space per 200 square feet of gross floor area
25.000	1 space per 200 square feet of gross floor area
32.000	1 space per 200 square feet of gross floor area

33.000	Parking to be determined by the principal use
34.000	1 space per employee during the shift of greatest employment plus 1 space per 25 inmates
35.000	2 spaces for every machine/terminal/computer plus 1 space per employee on maximum shift

Section 292 Flexibility in Administration Required.

- (a) The Town Board recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth in Subsection 291(e) may result in a development either with inadequate parking space or parking space far in excess of its needs. The former situation may lead to traffic congestion or parking violations in adjacent streets as well as unauthorized parking in nearby private lots. The latter situation results in a waste of money as well as a waste of space that could more desirably be used for valuable development or environmentally useful open space. Therefore, as suggested in Section 291, the land use administrator may permit deviations from the presumptive requirements of Subsection 291(e) and may require more parking or allow less parking whenever it finds that such deviations are more likely to satisfy the standard set forth in Subsection 291(a).
- (b) Without limiting the generality of the foregoing, the land use administrator may allow deviations from the parking requirements set forth in Subsection 291(e) when it finds that:
 - (1) A residential development is irrevocably oriented toward the elderly;
 - (2) A business is primarily oriented to walk-in trade.
- (c) Whenever the land use administrator allows or requires a deviation from the presumptive parking requirements set forth in Subsection 291(e), it shall enter on the face of the permit the parking requirement that it imposes and the reasons for allowing or requiring the deviation.
- (d) If the land use administrator concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Subsection 291(e) for a particular use classification is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Article XX.

Section 293 Parking Space Dimensions.

- (a) Subject to subsections (b) and (c), each parking space shall contain a rectangular area at least nineteen feet long and nine feet wide. Lines demarcating parking spaces

may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section.

- (b) In parking areas containing ten or more parking spaces, up to twenty percent of the parking spaces need contain a rectangular area of only seven and one-half feet in width by fifteen feet in length. If such spaces are provided, they shall be conspicuously designated as reserved for small or compact cars only.
- (c) Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty-two feet by nine feet.

Section 294 Required Widths of Parking Area Aisles and Driveways.

- (a) Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking.

<u>Aisle Width</u>	<u>Parking Angle</u>				
	<u>0°</u>	<u>30°</u>	<u>45°</u>	<u>60°</u>	<u>90°</u>
One Way Traffic	13	11	13	18	24
Two Way Traffic	19	20	21	23	24

- (b) Driveways shall be not less than ten feet in width for one way traffic and eighteen feet in width for two way traffic, except that ten feet wide driveways are permissible for two way traffic when (i) the driveway is not longer than fifty feet, (ii) it provides access to not more than six spaces, and (iii) sufficient turning space is provided so that vehicles need not back into a public street.

Section 295 General Design Requirements.

- (a) Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.
- (b) Vehicle accommodation areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
- (c) Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

- (d) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
- (e) In any LI or HI district, the amount of off-street parking that shall be allowed in the front yard of any lot containing a principal building that is used for any use as defined in this Ordinance as a “Class 1 or 2 Manufactured Goods” shall be limited to not greater than one row of automobile spaces, such row lying parallel with the adjoining street. In no case shall there be greater than twenty (20) spaces in such parking area.

All other off-street parking areas shall be located in the rear or side yards of the lot.

Section 296 Vehicle Accommodation Area Surfaces.

- (a) Vehicle accommodation areas :
 - (1) in zoning districts other drive-in windows or
 - (2) (ii) that contain parking areas that are required to have more than five (5) parking spaces and that are used regularly at least five days per week shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust. Specifications for surfaces meeting the standard set forth in this subsection are contained in Appendix D.
- (b) Vehicle accommodation areas that are not provided with the type of surface specified in subsection (a) shall be graded and surfaced with crushed stone, gravel, or other suitable material (as provided in the specifications set forth in Appendix D) to provide a surface that is stable and will help to reduce dust and erosion. The perimeter of such parking areas shall be defined by bricks, stones, railroad ties, or other similar devices. In addition, whenever such a vehicle accommodation area abuts a paved street, the driveway leading from such street to such area (or, if there is no driveway, the portion of the vehicle accommodation area that opens onto such streets), shall be paved as provided in subsection (a) for a distance of fifteen feet back from the edge of the paved street. This subsection shall not apply to single-family or two-family residences or other uses that are required to have only one or two parking spaces.
- (c) Parking spaces in areas surfaced in accordance with subsection (a) shall be appropriately demarcated with painted lines or other markings. Parking spaces in areas surfaced in accordance with subsection (b) shall be demarcated whenever practicable.

- (d) Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.
- (e) Temporary parking lots may be constructed out of crushed stone, gravel, or other suitable material provided that the lot is constructed in accordance with Article D, Subsection D-2. A temporary parking lot is defined as one that will not be used for a period exceeding 365 days from the date that the parking lot is first put into service. The land use administrator, at his/her discretion, may grant up to two (2) extensions, each for a period of six (6) months if the applicant can show that provisions are being made to either construct a permanent parking lot or discontinue using the temporary parking lot. Once the use of the temporary parking lot is discontinued, all above-ground appurtenances related to the parking lot (lights, parking stops, etc.) shall be removed within thirty (30) days.

Section 297 Joint Use of Required Parking Spaces.

- (a) One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.
- (b) To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally 90% vacant on weekends, another development that operates only on weekends could be credited with 90% of the spaces on that lot. Or, if a church parking lot is generally occupied only to 50% of capacity on days other than Sunday, another development could make use of 50% of the church lot's spaces on those other days.
- (c) If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 298 are also applicable.
- (d) Any plans for joint use of parking spaces used to satisfy the minimum off-street parking requirements of this Ordinance shall be presented to the land use administrator for his review to ensure compliance. The land use administrator and the owners of the lots involved shall each sign on the approved agreement which has been deemed by the land use administrator to satisfy these requirements. A copy of such agreement shall be recorded in the Register of Deeds Office. Evidence of such recording shall be presented to the land use administrator prior to the issuance of any zoning permits or certificates of occupancy for the lot and/or use benefiting from the such agreement (i.e., the lot and/or use which would be deficient in parking without such agreement, a copy of said agreement).

Section 298 Satellite Parking.

- (a) If the number of off-street parking spaces required by this ordinance cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to in this section as "satellite" parking spaces.
- (b) All such satellite parking spaces (except spaces intended for employee use) must be located within 300 feet of a public entrance of a principal building housing the use associated with such parking, or within 300 feet of the lot on which the use associated with such parking is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance.
- (c) The developer wishing to take advantage of the provisions of this section must present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. Such agreement shall be signed by both the developer and the owner of the lot containing the satellite parking. The developer must also sign an acknowledgment that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces. Prior to the issuance of any zoning permit and/or certificate of occupancy for the use deficient in parking, a copy of said signed agreement shall be presented to the land use administrator who shall verify that all parking requirements have been met upon implementation of such agreement.
- (d) Persons who obtain satellite parking spaces in accordance with this section shall not be held accountable for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this article.

Section 299 Provisions For Lots With Existing Buildings.

If there exists a lot with one or more structures on it which were constructed before the effective date of this ordinance, and there is a subsequent change in use, the required amount of off-street parking shall be provided for that use either on-premises, through a shared parking system as provided by Section 297, or through a satellite parking arrangement as provided in Section 298.

Section 300 Loading and Unloading Areas.

- (d) Subject to subsection (e), whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be

provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.

- (e) The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the land use administrator may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

GROSS LEASABLE AREA OF BUILDING	NUMBER OF SPACES WITH MINIMUM DIMENSIONS OF 12 FEET X 55 FEET AND OVERHEAD CLEARANCE OF 14 FEET FROM STREET GRADE
1,000 - 19,999	1
20,000 - 79,999	2
80,000 -127,999	3
128,000 -191,999	4
192,000 -255,999	5
256,000 -319,999	6
320,000-391,999	7
Each additional 72,000 or fraction thereof	Corresponding number above plus one for each 72,000 additional square feet

- (f) Loading and unloading areas shall be so located and designed that the vehicles intended to use them can:
- (1) Maneuver safely and conveniently to and from a public right of way, and
 - (2) Complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.
- (d) No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.
- (e) Whenever:
- (1) there exists a lot with one or more structures on it constructed before the effective date of this ordinance, and
 - (2) a change in use that does not involve any enlargement of a structure is proposed for such lot, and

- (3) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with Section 300 to the extent reasonably possible.

Section 301 No Parking Indicated Near Fire Hydrants.

Whenever a fire hydrant is located adjacent to any portion of a vehicle accommodation area required to be paved under subsection 296(a), the pavement shall be clearly marked to indicate that parking within fifteen feet of such hydrant is prohibited.

Section 302 Handicapped Parking.

Provisions relating to parking for the handicapped are set forth in Section (11x)3.3 of the North Carolina State Building Code, and all vehicle accommodation areas shall comply with such requirements to the extent they are applicable.

Section 303 Excessive Illumination in Parking Lots and Loading Areas

- (a) Lighting within any parking and loading area that unnecessarily illuminates any other lot and substantially interferes with the use or enjoyment of such other lot is prohibited. Floodlights, spotlights, or any other similar lighting shall not be used to illuminate parking and loading areas.
 - (b) All parking and loading area lighting shall be designed and located in accordance with the requirements of Section 195A, Outdoor Lighting.
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