

## **ARTICLE 10 - OFF STREET PARKING, LOADING AND STACKING**

### **10.1 Purpose**

The purpose of this Article is to relieve traffic congestion in the streets, to minimize any detrimental effects of off-street parking areas on adjacent lands and to ensure the proper and uniform development of vehicle parking areas throughout the Town.

### **10.2 Applicability**

These regulations shall apply to all land development activities within the Town, except in:

- (1) Single-family residences in the Rural zoning district; and
- (2) All development activity in the Conservation and Recreation zoning district.

### **10.3 General Requirements for Off-Street Parking, Loading and Stacking Areas**

#### **(1) Use of Parking Area, Stacking Area or Loading Space**

All vehicular parking areas, stacking areas, and loading spaces required by this Article shall be used only for those purposes. Any other use, including but not limited to vehicular storage, vehicle sales, vehicular repair work, vehicle service, or display of any kind, shall constitute a separate use of the space.

#### **(2) Identified as to Purpose and Location When Not Clearly Evident**

Off-street parking areas of four (4) or more spaces and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas and distinguishing such spaces from aisles.

#### **(3) Surfacing**

All off-street parking loading and stacking areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent material, except as provided for in Section 10.3(4), Limitations on Impervious Surfaces. These materials shall be maintained in a smooth, well-graded condition. The Zoning Administrator may approve pervious paving materials in lieu of impervious surfaces; however, regular maintenance of the pervious areas that ensure proper function shall be a condition of such approval.

#### **(4) Limitations on Impervious Surface**

Where an off-street parking area containing fifty (50) or more vehicle parking spaces is constructed or enlarged, no more than eighty percent (80%) of the parking area may be surfaced with impervious material. At a minimum, twenty percent (20%) of the designated off-street parking area shall be paved with pervious paving materials. Materials used for these areas may include permeable

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concrete, permeable asphalt, open jointed blocks, permeable pavers, or other materials designed to allow the maximum infiltration of water. Regular maintenance of these pervious areas is required to ensure that they continue to function properly after installation.

### **(5) Arrangement**

- (A)** All off-street parking and loading areas shall be arranged for convenient access and safety of pedestrians and vehicles.
- (B)** Except for detached residential uses, off-street parking areas with three (3) or more spaces shall be arranged so that no parking or maneuvering incidental to parking shall be on a public street or sidewalk, and so that an automobile may be parked and un-parked without moving another automobile.
- (C)** All off-street parking and loading areas, except on lots used for detached residential uses and townhouses, shall be arranged so that no vehicle shall be required to back from such facilities directly onto public streets.
- (D)** For off-street parking areas with regard to landscaping and streetyards and sideyards (Appendix 2) see Section 12.5 and for bufferyards see Article 13.

### **(6) Curbs and Vehicle Stops**

All off-street parking and loading areas, except those for detached single-family residences, shall provide curbs, wheel stops, or similar devices so as to prevent vehicles from overhanging on or into public right-of-way, sidewalks, walkways, adjacent land, or landscape areas.

### **(7) Maintenance**

All off-street parking and loading areas shall be maintained in good repair, and in safe condition at all times, so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land. All off-street parking and loading areas shall be periodically re-striped or otherwise restored to maintain a clear identification of separate parking stalls.

### **(8) Responsibility for Provision**

The responsibility for providing the off-street parking and loading areas required by this section shall be that of whomever develops the land that requires parking and loading areas.

### **(9) Construction of Off-Street Parking and Loading Areas**

All off-street parking and loading areas shall be completed prior to the issuance of a Certificate of Occupancy for the use or uses they serve.

**(10) Entrance and Exists**

On all corner lots, no part of any vehicular opening shall be located closer than twenty (20) feet from the point of intersection of the established street right-of-way lines.

**(11) Exceptions**

The Planning Board (for permitted uses) or the Town Council (for conditional uses and for special use districts) may grant a variance from the provisions of this article provided that the applicant submits a detailed parking plan that:

- (A)** Shows the proposed arrangement of parking, loading, and stacking spaces using any such diagrams, graphics or illustrations the Planning Board deems necessary;
- (B)** Identifies and justifies the specific parking, loading and stacking needs of the proposed use; and
- (C)** Identifies and justifies any use of shared parking and includes written agreements for such shared use.

**10.4 Off-Street Parking Standards**

**(1) Minimum Number of Spaces Required**

Unless otherwise expressly stated in this Section, off-street parking spaces shall be provided in accordance with Appendix 3, Table of Minimum Off-Street Parking Standards. Spaces required for each use are in addition to any spaces required to accommodate vehicles that remain on-site after business hours. Unlisted uses shall conform to the requirements of the most similar use.

**(2) Maximum Number of Spaces Permitted**

Where off-street parking spaces in excess of one-hundred twenty-five percent (125%) of the minimum are provided, all excess parking areas must be paved with pervious paving materials. In no case shall parking in excess of one-hundred fifty percent (150%) of the minimum number required be allowed except as part of an approved parking plan, in accordance with 10.3(11).

**(3) Minimum Separation.**

All parking areas shall be separated at least ten (10) feet from buildings in order to allow room for sidewalks, landscaping, and other plantings between the building and the parking area. This separation may be eliminated in the rear of buildings in areas designed for loading and unloading materials.

**(4) Cross-Access Required**

**(A) General**

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All development except detached residential and attached residential development with less than four (4) dwelling units shall be designed to allow for cross-access to adjacent compatible sites in accordance with the following standards:

1. *Limited to Two Parcels.* Cross-access ways shall be designed and located based on the standards of this section, but in no case shall a development be required to provide cross-access to more than two (2) adjacent parcels.
2. *Future Stubs Required.* A stub for future cross access shall be provided to all adjacent vacant land zoned NB, GB, and LI.
3. *Placement and Width.* Cross-access ways shall be located and configured in a manner to provide the most convenient access between adjacent parcels. No part of a cross-access way shall be located within a street right-of-way. The minimum width of the cross-access way shall be twenty-one (21) feet.

### **(B) Waiver**

The cross-access standard may be waived by the Zoning Administrator if the applicant demonstrates it is impractical to provide cross-access due to:

1. Topography, or natural features;
2. The size and configuration of the site;
3. Vehicular safety factors;
4. The presence of incompatible uses; or
5. Existing development patterns on adjacent developed sites that make cross access impossible.

When cross-access is waived in accordance with this section, pedestrian connections shall be provided between adjacent developments or uses, to the maximum extent practicable.

### **(C) Recording Required**

Where provided, cross access easements must be recorded by the owner/developer of the property prior to the issuance of a Certificate of Occupancy.

## **(5) Dimensional Standards for Parking Spaces and Drive Aisles**

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The minimum dimensions for standard car parking spaces and parking lot aisles shall comply with Table 10-1, Dimensional Standards for Parking Spaces and Aisles:

**Table 10-1 Dimensional Standards for Parking Spaces and Aisles**

Stall Type	Stall Width (feet)	Stall Depth (feet)	Minimum Aisle Width <sup>1</sup>
Parallel	8	23	22
45 Degrees	8.5	18	24
90 Degrees	9	19	24

<sup>1</sup> For two-way traffic. The width may be reduced by one-half for one-way traffic.

**(6) Accessible Parking for Disabled Persons**

Off-street parking for disabled persons shall be provided in accordance with Federal ADA (Americans with Disabilities Act) standards.

**10.5 Loading Area Standards**

**(1) Minimum Number of Spaces Required**

Unless otherwise expressly stated in this Ordinance, loading areas shall be provided in accordance with Table 10-2, Loading Area Standards:

**Table 10-2 Loading Area Standards**

Use Type	Gross Floor Area (sq. ft.)	Minimum Number of Spaces
Offices	10,000 or more	1
Retail Sales and Service	3,000-14,999	1
	15,000-49,999	2
	50,000-99,999	3
	100,000 or more	4 + 1 per every additional 100,000 sq. ft.
Wholesale and Warehousing (except self storage)	Up to 15,000	1
	15,000-49,999	2
	50,000 or more	3 + 1 per every additional 50,000 sq. ft.
Industrial Uses	Up to 15,000	1
	15,000-49,999	2
	50,000-124,999	3
	125,000-249,999	4
	250,000 or more	5 +1 per every additional 125,000 sq. ft.

**(2) Design Standards**

**(A) Minimum Dimensions**

1. Each loading berth or space required by this subsection shall be at least ten (10) feet wide by fifty (50) feet long (or deep), with at least fifteen (15) feet of overhead clearance. Each off-street loading space shall have adequate, unobstructed paths for the ingress and egress of vehicles.
2. Uses with between two thousand (2,000) and five thousand (5,000) square feet of floor area which are required to provide an off-street loading space may provide a space which is ten (10) feet wide by thirty (30) feet long (deep), with at least fifteen (15) feet of overhead clearance.

**(B) Location**

Where possible, loading areas shall be located to the rear of the use they serve. In addition, the loading area shall be located adjacent to the buildings loading doors, in an area that promotes their practical use.

**(C) Delineation of Loading Spaces**

All loading spaces shall be delineated by signage and striping and labeling of the pavement.

**(D) Access to a Street**

Every loading area shall be provided with safe and convenient access to a street, but in no case shall the loading space extend into the required aisle of the parking lot.

**(E) Paving**

The ground surface of loading areas shall be paved with a durable, dust-free and hard material, such as surface and seal treatment, bituminous hot mix or Portland cement, concrete, or some comparable material. Such paving shall be maintained for safe and convenient use at all times.

**10.6 Stacking Space Standards**

**(1) Minimum Number of Spaces Required**

In addition to meeting the off-street parking standards in Appendix 3, Table of Minimum Off-Street Parking Standards, uses with drive-through facilities or similar auto-orientation shall comply with the minimum stacking space standards in Table 10-3, Required Stacking/Standing Spaces:

**Table 10-3 Required Stacking/Standing Spaces**

<b>Type of Use/ Activity</b>	<b>Minimum Stacking Spaces</b>	<b>Measured From</b>
Automated Teller Machine	3	Teller Machine
Automobile Repair and Service	3 per service bay	Bay Entrance
Car Wash (Automatic)	3	Bay Entrance
Car Wash (Full Service)	10	Bay Entrance
Day Care Center	6	Building Entrance
Financial Institution	5 per lane	Teller Window
Gasoline Sales	30 feet from each end of the outermost island	
Nursing Home	3	Building Entrance
Restaurant	8	Pick-up Window
Retail Sales and Service (drug store, dry cleaning, etc.)	5 per lane	Agent Window
Unlisted Uses	Determined by the Zoning Administrator based on the size and type of use	

**(2) Dimensional Standards**

Stacking spaces shall be a minimum of twelve (12) feet wide and twenty (20) feet deep.

**10.7 Pedestrian and Bicycle Facilities**

**(1) Pedestrian Circulation**

Off-street parking lots of twenty-five (25) or more spaces shall include pedestrian corridors through parking areas and sidewalks along building facades to accommodate safe pedestrian travel. Pedestrian corridors shall be demarcated by painting, material changes, or differing heights where they cross vehicular travel ways.

**(2) Pedestrian Pathways and Through Lots**

Off-street parking lots containing one-hundred fifty (150) or more spaces shall provide fully separated pedestrian pathways within the parking lot. These pathways shall:

- (A)** Be located within planted landscaping strips located a minimum of every one-hundred thirty (130) feet, or every four (4) parking rows;
- (B)** Be paved with asphalt, cement, or other comparable material;
- (C)** Be of contrasting color or materials when crossing drive aisles;

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- (D) Be at least three (3) feet in width when located within planting strips, and ten (10) feet in width when crossing drive aisles;
- (E) Terminate at drive aisle edges;
- (F) Be positively drained; and
- (G) Provide safe and efficient pedestrian access to the use they serve.

### **(3) Bicycle Parking**

All development with parking areas with fifty (50) or more spaces shall provide bicycle parking facilities, which shall comply with the following standards:

- (A) Bicycle parking spaces shall be conveniently located, but in no case shall such facilities be located farther than one-hundred (100) linear feet from the primary building entrance;
- (B) Bicycle parking spaces shall be provided at the rate of one (1) space per ten (10) off-street parking spaces, with a maximum requirement of ten (10) bicycle spaces.
- (C) Bicycle facilities shall include a rack or other device to enable bicycles to be secured.