

## ARTICLE 5

### OFF-STREET PARKING AND LOADING

#### Section 5-101. Off-Street Parking

At the time of erection of a new structure or at the time of enlargement or change in use of an existing structure within any district in the Town of Talty , off-street parking spaces shall be provided as required by this section, except that the Board of Alderpersons may establish greater requirements for a conditional use if it is determined the off-street parking needs of a particular use due to its unique character will exceed the minimum requirements of this section. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by Sections 5-101 (A) through 5-101 (E). Where square feet are specified, the area measured shall be the floor area primary to the functioning of the particular use of property and shall exclude stairwells; elevator shafts; hallways; ornamental balconies; space occupied by heating; air conditioning or other utility equipment; and space devoted to off-street parking or loading. The number of employees of a new or expanding business shall be estimated in a manner approved by the Planning and Zoning Commission and the number of employees of an established business shall be determined from an examination of employment information presented by applicants.

#### USE

#### STANDARD

**(A) Residential Uses.**

(1) One family dwellings  
(portions

Two (2) spaces per dwelling unit

of-

of driveways not located on public rights-

way defined as usable off-street parking spaces), located such that both spaces,

when

occupied, have direct access to the street.

**(B) Places of public assembly.**

(1) Church:

One (1) space per three (3) seats.

(2) Pre-school nursery, daycare facilities, Two (2) spaces per teacher.

(3) Schools:

One (1) space per employee plus the

greater

of three (3) spaces per classroom or one (1) space per three (3) seats of the main auditorium.

**Off-Street Parking (Cont'd.)**

USE

STANDARD

(4) Theaters, auditoriums, sports arenas:

One (1) space per three (3) seats.

(C) Commercial.

(1)  
hundred

Retail store Two (2) spaces per three  
(300) square feet of floor space.

(2) Medical and dental clinics, business

Two (2) spaces per three hundred  
and professional  
offices: (300)  
square feet of floor area plus one (1) space  
per two (2) employees.

(D) Recreational and social facilities, others  
for

One (1) space for every two (2) persons

(1)

the maximum design occupancy plus one  
space for every employee.

(E) Golf courses

Seventy-five (75) parking spaces for each  
nine (9) holes plus requirements for other  
listed uses.

Section 5-102.

Off-Street Loading

(A) Passengers. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than fifteen (15) students.

(B) Merchandise, materials, or supplies. Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in

connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

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**Section 5-103.                    General Provisions - Off-Street Parking and Loading**

(A)        The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. No building or other permit shall be issued until plans are presented that show property is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this ordinance. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until such time as the increased off-street parking or loading requirements are complied with.

(B)        Requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning and Zoning Commission, based upon the requirements for comparable uses listed.

(C)        In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

(D)        Off-street parking spaces for dwellings shall be located on the same lot with the dwelling. Other required spaces shall be located no farther than three hundred (300) feet from the building or use they are required to serve, measured in a straight line from the building.

(E)        Required parking spaces shall be available for the parking of operable passenger vehicles or storage of materials or for the parking of trucks used in conducting the

business or use.

(F) Unless provided as stipulated in Section 5-101 (A) (1), required parking and loading spaces shall not be located in a required front yard but may be located within a required side or rear yard.

(G) A plan, drawn to scale, indicating how the off-street parking and loading requirements, excluding single dwelling unit areas, are to be fulfilled shall accompany an application for a building permit. The plans shall show all elements necessary to indicate that the requirement is being fulfilled, including the following:

- (1) Delineation of individual parking and loading spaces.
- (2) Circulation area necessary to serve space.
- (3) Access to streets and property to be served.

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- (4) Curb cuts
- (5) Dimensions, continuity, and substance of screening.
- (6) Grading, drainage, surfacing, and subgrading details.
- (7) Delineation of obstacles to parking and circulation in finished parking area.
- (8) Specifications as to signs and bumper guards.
- (9) Other pertinent details.

(H) Design requirements for parking lots

- (1) Areas used for standing and maneuvering of vehicles shall have adequate subgrade, and durable, dustless surfaces sufficient for anticipated traffic and loads.
- (2) Except for parking to serve residential uses, parking and loading areas adjacent to or within residential districts or adjacent to residential uses shall be

designed to minimize disturbance of residents by the erection between the uses of a sight obscuring fence of not less than five (5) feet no more than six (6) feet in height except where vision clearance is required.

(3) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb or wheel stops at least four (4) inches high and set back a minimum of four (4) feet from the sidewalk line or be contained by a bumper rail set back a minimum of one (1) foot from the sidewalk.

(4) Artificial lighting which may be provided shall be so directed as not to shine or create glare in any residential district or on any adjacent dwelling.

(5) Interior access lanes shall be of sufficient width for all vehicle turning and maneuvering.

(6) Except for dwellings, parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.

**Section 5-104. Minimum Dimensions for Off-Street Parking**

(A) Ninety (90) Degree Angle Parking: Each parking space shall be not less than nine

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feet wide or less than eighteen (18) feet in length. Maneuvering space shall be in addition to parking space and shall be not less than twenty-four (24) feet perpendicular to the building or parking line.

(B) Sixty (60) Degree Angle Parking: Each parking space shall be not less than (9) feet wide perpendicular to the parking angle nor less than seventeen (17) feet in length when measured at right angles to the building or parking line. Maneuvering space shall be in addition to parking space and shall be not less than twenty (20) feet perpendicular to the building or parking line.

(C) Forty-five (45) Degree Angle Parking: Each parking space shall be not less than nine (9) feet wide perpendicular to the parking angle nor less than sixteen (16) feet in length when measured at right angles to the building or parking line. Maneuvering space

shall be in addition to parking space and shall be not less than eighteen (18) feet perpendicular to the building or parking line.

(D) Parallel Parking: Each parking space shall be not less than (10) feet wide nor less than twenty four (24) feet in length. Parallel parking will not be considered except when it can be situated in such a manner that persons entering and exiting vehicles will be out of the flow of traffic.

(E) When off street parking facilities are located adjacent to a public alley, the width of said alley may be assumed to be a portion of the maneuvering space requirement. Where off-street parking facilities are provided in excess of the minimum amounts herein specified, or when off-street parking facilities are provided but not required by this ordinance, said off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space herein specified.

(F) Completion time for parking lots. Required parking spaces shall be improved as required and made available for use before the final inspection is completed by the Building Inspector. An extension of time may be granted by the Building Inspector providing a performance bond, or its equivalent, is posted equaling one and one-half (1.5) times the cost to complete the improvements as estimated by the Building Inspector provided the parking space is not required for immediate use. In the event the improvements are not completed within one year's time, the bond or its equivalent shall be forfeited and the improvements thenceforth constructed under the direction of the Town of Talty .

### **Section 5-105.            Driveways**

All Driveways shall intersect public and private roads at ninety (90) degree angles. An adequately

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sized culvert (minimum 18,' diameter) with concrete headwalls shall be installed at the intersection of all driveways and public or private roads

#### **RESIDENTIAL DRIVEWAYS:**

(A) Residential driveways width shall be between a minimum of twelve (12) feet and a maximum of twenty-four (24) feet plus a five foot flair or radii at the street intersection.

(B) Maximum slope of a residential driveway shall not exceed eight (8) percent up to the right-of-way line and fourteen (14) percent beyond the right-of-way line,

## **COMMERCIAL DRIVEWAYS**

(A) Commercial driveway width shall be fifteen (15) feet for one way driveways and thirty (30) feet for two way driveways. A ten (10) foot flair or radii shall be installed at the road intersection.

(B) Maximum slope of a commercial driveway shall not exceed seven (7) percent up to the right-of-way line and ten (10) percent beyond the right-of-way line.

(C) All two way driveways shall intersect at ninety (90) degrees.

(D) Adequate site distance and on-site maneuvering shall be available from every driveway. The parking lot and driveways shall be so designed to allow vehicles to exit the street in a forward manner, park, load and unload totally within the site and shall enter onto the street in a forward manner. In no instance shall vehicles use street right-of-way to travel in reverse.

(E) Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety for pedestrians and vehicular traffic on the site. The number of service drives shall be limited to the minimum that will allow the property to accommodate the traffic to be anticipated. Service drives shall not be more than thirty (30) feet in width and shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives. Service drives on the same lot frontage shall be separated by a minimum length of curb of thirty (30) feet. For every foot by which the lot frontage exceeds one hundred (100) feet, the minimum required length of curb shall be increased by one (1) foot, up to a maximum requirement of two hundred (200) feet. In the case of a corner lot, service drives shall be located not closer than thirty (30) feet to the intersecting street line. The access to service drives from a street shall be located not closer than fifteen (15) feet to a side lot line, except that a common service drive to two (2) adjacent properties with width not exceeding twenty-four (24) feet may be provided at the common lot line.

(F) Service drives shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points thirty (30) feet from their intersection.

**Section 5-106.            Off-Street Loading Space**

(A) Every building or part thereof erected or occupied for retail business, service, storage, mortuary, or any other use similarly involving the receipt or distribution by vehicles or materials or merchandise, shall provide and maintain on the same premises loading and parking space.

(B) For all retail and service developments, one (1) loading space for the first five thousand (5,000) to fifteen thousand (15,000) square feet of floor area in the building and one additional loading space for each fifteen thousand (15,000) square feet, or fraction thereof of floor area in excess of fifteen thousand (15,000) square feet.

(C) Each required loading space shall have a minimum size as described herein. A space within the main building or on the same lot therewith, providing for the standing, loading, or unloading of trucks, and having minimum dimensions of twelve (12) by forty (40) feet for commercial and institutional uses with a vertical clearance of at least fourteen (14) feet.

(D) Access and maneuvering areas shall be provided on the same building lot as the principal use for which the loading and parking is intended. Maneuvering space shall be in addition to parking space and shall be of sufficient area to inscribed a circle with a diameter of not less than one hundred (100) feet for industrial and warehouse uses or a circle with a diameter of fifty (50) feet for commercial and institutional uses. The intended use of the building shall be considered and these requirements may be increased if in the opinion of the Town of Talty the requirements stated above does not accomplish the intent of this section.

**Section 5-107.            Handicapped Parking Requirements**

(A) General Provisions: Handicapped parking spaces and/or loading zones shall be provided by the building or facility owner, agent, or occupants. The number of spaces, location, specifications, and signage shall comply with this subsection and the Americans with Disability Act.



An approved number of parking spaces should be based on the location and function of the building or facilities the parking is to serve but shall never be less than the number specified below:

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**TOTAL PARKING  
SPACE PROVIDED**

1-50  
51—100  
101—300  
301—500  
Over 500

**MINIMUM NUMBLER OF  
ACCESSIBLE SPACES**

1  
2  
3  
5  
1.0% of Total

(B) Location: Accessible parking spaces and accessible passenger loading zones that serve a particular building shall be located on an accessible circulation route and as near as reasonably possible to the accessible primary entries of the facility. In separate parking structures, lots, or basement garages, parking spaces shall be located on the shortest possible circulation route.

(C) Parking Space Specifications: An accessible parking space is one that is open on at least one side and which allows room for individuals in wheelchairs, crutches, or braces to safely get in and out of a vehicle onto a level surface suitable for wheeling and walking. Accessible parking spaces should not be located in such a place that would cause persons to wheel or walk behind parked cars.

Head in or diagonal spaces shall be at least ninety-six 96 inches (244 cm) wide with an adjacent aisle or clear space of at least sixty (60) inches (152 cm) wide. A common aisle between two (2) 96 inch wide spaces may be shared. In order to better accommodate handicapped persons using vans with side lifts, an aisle of seventy-two 72 inches (183 cm) is preferred.

Parallel parking is discouraged except when it can be situated in such a manner that persons entering and exiting vehicles will be out of the flow of traffic. If parallel parking is located on a street, driveway, or any other area where vehicular traffic exists, the space shall be designed and placed in such a manner that persons are out of the flow of traffic.

See Figure 33 for an example of a well designed parallel space.

Parked vehicle overhangs shall not intrude into or reduce the clearance of accessible routes.

Parking surfaces and accessible aisles shall not have a slope in any direction in excess of 1:50 (2.0"/o).

Each parking space reserved for the handicapped shall be identified with a non-moveable sign that:

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- (1) Has a notice of penalty of violations:
- (2) Is permanently mounted on a pole at least five (5) feet in height; and,
- (3) Has a profile view of a wheelchair with an occupant in white on a blue background.

(D) **Separate Parking Structures and Off-Site Lots:** In instances where parking garages, basements, or off-site lots are used to serve a particular building or facility, parking spaces and conditions shall conform to the following criteria in addition to the other specifications contained in this subsection.

Parking spaces shall be located adjacent to, or in proximity of the accessible point of egress by an accessible route including elevators. There shall be an accessible route from the point of egress to the nearest accessible primary entry into the building or facility.

If overhead walkways are provided, an appropriate number, but never less than one (1), shall be accessible by conforming to applicable standards and specifications required for an accessible route.

(F) **Passenger Loading Zones:** If passenger loading zones are provided, there shall be an access aisle of at least forty-four (44) inches (112 cm) wide and twenty (20) feet (6 m) long and adjacent to the vehicle pull-up space. Curb ramps are required when curbs exist between the access aisle and the vehicle pull-up space.

