

## ARTICLE XVIII - Parking

### § 152-290. Definitions.

For the purpose of this article, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

(1) **Building Footprint.** The sum of the total horizontal areas of the several floors of all buildings on a lot, measured from the interior faces of exterior walls. The term "building footprint" shall include basements; elevator shafts; stairwells at each story; floor space used for mechanical equipment with structural headroom of six (6) feet, six (6) inches or more; penthouses; attic space, whether or not a floor has actually been laid, providing structural headroom of six (6) feet, six (6) inches or more; interior balconies; and mezzanines. A building footprint is also sometimes referred to as the gross floor area.

(2) **Circulation Area.** That portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. In most cases, driveways and other maneuvering areas (other than parking aisles) comprise the circulation area.

(3) **Loading and Unloading Area.** That portion of the vehicle accommodation area where vehicles (especially trucks) load and unload goods and materials. This area does not include parking spaces.

(4) **Parking Space.** A portion of the vehicle accommodation area designated for the parking of one vehicle.

(5) **Vehicle Accommodation Area.** That portion of a lot that is used by vehicles for access, circulation, parking, loading and unloading. It shall comprise the total of all vehicle circulation areas, loading and unloading areas and parking areas (spaces and aisles).

### § 152-291. Parking Space and Loading and Unloading Area Requirements.

(A) At the time of the erection of any building or at the time any principal building is enlarged or increased in capacity by adding dwelling units, guest rooms, seats or floor area or before conversion from one type of use or occupancy to another, there shall be provided permanent off-street vehicle parking in the amount specified by this section. Such vehicle parking may be provided in a parking garage or surface parking area.

(B) The number of parking spaces required by this section, or as varied by the Board of Commissioners pursuant to subsection 152-291(C)(7), shall be entered on any approved site plan and on any permit authorizing development, including zoning, special use and conditional use permits.

(C) General Design Requirements.

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(1) Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit the area without backing onto a public street. This requirement does not apply to driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.

(2) The vehicle accommodation areas of all developments shall be designed so that sanitation, emergency and other public service vehicles can serve such developments without having to drive in reverse unreasonable distances or make dangerous or hazardous turning movements.

(3) 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. Vehicle accommodation areas shall also be designed so that vehicles do not extend over sidewalks, block curb ramps or pedestrian crossings or access or tend to bump against or damage any wall, vegetation or other obstruction.

(4) Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without blocking parking areas, curb ramps or pedestrian crossings.

(5) Vehicle Accommodation Area Surfaces.

Additional design standards are in appendix D, "Vehicle Accommodation Area Surfaces."

- (a) Vehicle accommodation areas that (i) include lanes for drive-in windows or (ii) parking areas that are required to have more than ten parking spaces and that are used on average at least five days per week, shall be built in accordance with appendix D of this code. The Board of Commissioners may authorize deviations from the surface materials, so as to allow some or all of a vehicle accommodation area to be surfaced in only grass, pavers or similar pervious materials.
- (b) Vehicle accommodation areas not required to be graded and surfaced in accordance with subsection 152-291(C)(5)(a) above shall be built in accordance in accordance with appendix D of this code. The perimeter of a parking area of this type 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 ingress and egress area(s) leading from the street (or if there is no driveway, the portion of the vehicle accommodation area that opens onto such streets) shall be paved as required by section 152-293, "Driveway Apron." This subsection shall not apply to single family residences unless they are part of a townhouse or condominium development.

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- (c) Parking spaces in areas surfaced in accordance with subsection 152-291(C)(1) shall be appropriately demarcated with painted lines or other approved markings.
  - (d) Vehicle accommodation areas shall be properly maintained at all times. In particular, but without limiting the foregoing, surfaces shall be kept in good condition (for example, free from potholes and similar conditions) and parking space lines or markings shall be kept clearly visible and distinct.
- (6) Number of Parking Spaces Required.
- (a) All projects for which parking must be provided pursuant to subsection 152-291(A) shall provide a sufficient number of parking spaces to accommodate the number of vehicles that are ordinarily likely to be attracted to the project in question. Compliance with subsections 152-291(C)(6)(b), (c), or (d) shall satisfy the requirements of this subsection, provided that the number of spaces required may be varied in accordance with subsection 152-291(C)(7), below. Furthermore in cases not specifically covered by the tables in subsections 152-291(C)(6)(b), (c) and (d), the Board of Commissioners may determine the parking requirements for a use as appropriate, and in any such case, the Board shall make findings to support its decision.
  - (b) Table of Parking Requirements for the R30-18, R20-16, R18-14, R10-10, R6-6, MH, B-1, HC, GC, B-2, O-I, C-I, I-H, and RA Zoning Districts.

Use (zoning classifications are in parentheses)	Parking Space Requirement
<b>Residential, Hotels, Motels and Bed and Breakfasts</b>	
Single family dwelling (1.110)	2 per dwelling unit
Other dwelling (1.200, 1.300)	2 per dwelling unit
Group home (1.400)	3 for every 5 beds
Temporary residences (1.500)	1 ½ per room
<b>Sales, Offices, Day Care Facilities, Restaurants</b>	
Retail Store, excluding retail centers and shopping centers, convenience stores, and service stations/gas sales (2.100 group, excluding 2.113, 2.140 and 2.150; 2.200 group, excluding 2.230 and 2.240; 2.300 group, excluding 2.330 and 2.340)	1 per 250 sq. ft. of building footprint, including a minimum of 4 spaces

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Retail center and shopping center (2.100 group, excluding 2.113, 2.140 and 2.150; 2.200 group, excluding 2.230 and 2.240; 2.300 group, excluding 2.330 and 2.340)	Less than 15,000 sq. ft. building footprint: minimum four per 1,000 sq. ft. and maximum five per 1,000 sq. ft.; between 15,000 and 400,000 sq. ft. building footprint: minimum 3 ½ per 1,000 sq. ft. and maximum 4 per 1,000 sq. ft.; over 400,000 sq. ft. building footprint: minimum 3 per 1,000 sq. ft. and maximum 4 per 1,000 sq. ft.
Convenience store (2.113)	1 per 400 sq. ft. of building footprint
Service station/gas sales (9.300, 9.400, 9.500)	1 per 400 sq. ft. of building footprint
Offices and other personal service establishments, including medical offices and clinics and banks (3.000)	1 per 300 sq. ft. building footprint
Day care facility (22.000)	1 per employee plus 1 per 10 persons of licensed capacity
Restaurants, bars and nightclubs (8.000)	1 per 100 sq. ft. of building footprint
<b>Religious and Recreational Uses</b>	
Church, synagogue, mosque, temple and other buildings used for religious worship (5.200)	1 for every four seats in the main worship area
Schools (5.100)	5 per classroom
Social fraternal clubs, and lodges, union halls, and similar uses (5.400)	1 per every 4 seats the facility is designed to accommodate plus 1 per 2 seats at a counter or bar
Park/Recreation Area, excluding golf courses (6.000, excluding 6.210)	1 for every 4 seats the facility is designed to accommodate, including a minimum of 10 per athletic field or park area
Golf Course and Clubhouse (6.210)	4 for each green plus 1 per 200 sq. ft. of the building footprint of the clubhouse
<b>Warehousing, Wholesale, Manufacturing and Industrial Uses</b>	
Warehouse/Wholesale (2.130, 2.140, 2.230, 2.240, 2.330, 2.340, 10.200)	1 per each employee on the major employment shift
Manufacturing/Industrial (4.000)	1 per each employee on the major employment shift

(c) Table of Parking Requirements for the R15-12 Zoning District:

Use (zoning classifications are in parentheses)	Parking Space Requirement
Single family dwelling (1.112, 1.113)	1 parking lot space on same lot for each dwelling unit
Two-family dwelling (1.200)	1½ parking spaces in addition to residence requirements

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Home occupation (1.700)	1 parking space in addition to other parking space requirements set forth in this chart
Church, synagogue, mosque, temple and other buildings used for religious worship (5.200)	1 parking space for each 4 seats in the main worship area
Governmental purposes for the Town of Aberdeen (3.140)	1 parking space for each 300 square feet of building footprint. Additional spaces may be required as determined by the Land Use Administrator

(7) Flexibility in Administration Required.

(a) Due to the particularities of a given development, the inflexible application of the parking requirements set forth in subsections 152-291(C)(6)(b), (c) and (d) may result in a development either with inadequate parking space or parking space in excess of its needs. Inadequate parking space may lead to traffic congestion or parking violations on adjacent streets, as well as unauthorized parking on nearby properties. Parking space in excess of the needs of a development will probably result in a waste of space that could be more desirably used for development or open space. Therefore, the Board of Commissioners may permit deviations from the presumptive requirements of subsection (C)(6)(b), (c) and (d) and may require more parking or allow less parking whenever it finds that such deviations are more likely to satisfy the requirements in subsection 152-291(C)(6)(a) than the presumptive requirements of subsection (C)(6)(b), (c) and (d) above. This subsection is particularly intended to apply to developments where there exists, or is planned to exist, a mixture of uses, such as shopping centers, country clubs, parks and recreation areas, etc., and any other situation where strict adherence to the requirements of subsections (C)(6)(b), (c) and (d) above would result in inadequate or duplicative parking spaces. The Board shall make findings to support any variation from the presumptive requirements of subsections (C)(6)(b), (c) and (d).

(b) Without limiting the generality of the foregoing, the Board of Commissioners may allow deviations from the parking requirements set forth in subsections 152-291(C)(6)(b), (c) and (d) above when it finds that:

- (i) A residential development is irrevocably oriented toward the elderly (i.e. a nursing care home, assisted living center, a senior adult community, or other similar use); or
- (ii) A business is primarily oriented to walk-in trade.

(8) Parking space dimensions.

(a) Subject to the remainder of this subsection, each parking space shall contain a rectangular area at least twenty (20) feet long and eight (8) feet wide.

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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 (10) or more parking spaces, up to twenty (20) percent of the spaces may contain a rectangular area of sixteen (16) feet in length by eight (8) feet in width. Each of these spaces shall be conspicuously designated as reserved for small or compact cars only.
  - (c) Required parking spaces for use by disabled persons shall meet all State requirements for disabled parking.
  - (d) Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall not be less than twenty (20) feet by eight (8) feet.
- (9) Loading and Unloading Area Requirements.
- (a) The developer should evaluate his or her own needs to determine the size of the loading and unloading area and shall indicate these facilities on the site plan.
  - (b) Each required loading and unloading area shall have adequate, unobstructed means for the ingress and egress of vehicles.
  - (c) To the maximum extent possible, all loading and unloading areas shall be located between the building(s) and to the rear or side lot of the property and/or shall be screened from view from public streets and adjacent properties.

**§ 152-292. Parking for the B-3 Zoning District.**

(A) The requirements of section 152-291 shall apply in the B-3 zoning district, except that the minimum required off-street parking for projects in the B-3 zoning district shall be eighty (80) percent of that required by section 152-291.

(B) An automobile parking lot is permitted with a certificate of zoning compliance in the B-3 zoning district, provided that such a lot shall only be permitted as a use that is accessory to a principal use located on an adjoining, separate lot (i.e. a lot that is legally distinct from the lot upon which the parking lot is located). The principle use may be located in a zoning district other than B-3, but the principal use must be nonresidential in nature. For example, an automobile parking lot would be allowed in the B-3 zoning district as an accessory use to an automobile repair shop located on an adjoining lot zoned HC, but this subsection would not permit an automobile parking lot as an accessory use to a single family, two-family or multiple family dwelling. Adjoining residential uses must be shielded from the parking lot by a Type-A opaque screen in compliance with Article XIX, "Screening, Landscaping and Trees." The parking lot shall also be separated from

adjacent residential uses by a fence or wall in compliance with section 152-163.6, "Fences and Walls." The landscaping shall effectively shield the fence and shall be mature at the time of planting. The entirety of the screen shall be maintained in good condition.

**§ 152-293. Driveway Apron.**

(A) The requirements of this section shall apply to all development.

(B) All driveways shall be paved with an asphalt or concrete surface from the edge of the street/road pavement to the property line.

(C) All driveway aprons shall comply with the requirements of section 152-223, "Curb Cuts and Driveway Placement," and appendix B, "Specifications on Driveway Entrances."

**§ 152-294. 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 ninety (90) percent vacant on weekends, another development that operates only on weekends could be credited with ninety (90) percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to fifty (50) percent of capacity on days other than Sunday, another development could make use of fifty (50) percent 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 152-295 are also applicable.

**§ 152-295. 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 400 feet of a public entrance of a principal building housing the use associated with such parking, or within 400 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 to this section must present satisfactory written evidence that he or she has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgment that the continuing validity of his or her permit depends upon his or her continuing ability to provide the requisite number of parking spaces.

(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.

**§ 152-296. Special Provisions for Lots With Existing Buildings.**

Notwithstanding any other provisions of this ordinance, whenever (i) there exists a lot with one (1) or more structures on it constructed before the effective date of this ordinance, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the parking requirements of subsections 152-291(C)(6)(b), (c) or (d) that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of subsections 152-291(C)(6)(b), (c) or (d), as applicable, to the extent that (i) parking space is practicably available on the lot where the development is located, and (ii) satellite parking space is reasonably available as provided in section 152-295. However, if satellite parking subsequently becomes reasonably available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer obtain satellite parking when it does become available.

**§ 152-297 through 152-303. Reserved.**