

Secs. 27-1552 - 27-1555. Reserved.

OFF-STREET PARKING AND LOADING STANDARDS

Sec. 27-1556. Off-street parking regulations.

(a) Off-street parking, either by means of open-air spaces, or by garage space, in addition to being a permitted use, shall be considered as an accessory use when required or provided to serve conforming uses located in any district.

(b) Minimum parking dimensions.

<u>Parking Angle</u>	<u>Stall Width</u>	<u>Stall Depth</u> <u>to Curb</u>	<u>Aisle Width</u>	
			<u>1 Way</u>	<u>2 Way</u>
90°	9'	18'	24'	24'
60°	9'	21'	16'	n/a
45°	9'	19.5'	12'	n/a
90° handicap accessible	8' beside 5' aisle	18'	24'	24'
Parallel	8'	22' Parallel to Curb	n/a	n/a

The required stall depth to curb is the distance from the curb face to the back of the stall assuming that the bumper of a parked car does not extend beyond the curb face. In restricted locations, it can be assumed that the car will move forward until its tire contacts the curb. In these cases, the distance can be reduced by 1.8 feet for 45° parking and 2.2 feet for 60° parking.

The size of up to thirty-three (33) percent of the required off-street parking spaces for non-residential uses may be reduced from 9' X 18' for 90 degree parking to 8' X 16', provided that the smaller spaces will be reserved exclusively for employee parking and will be designated for "compact car" parking by appropriate signage.

When a property in a non-residential use or a mixed use zoning district is required to provide more than forty (40) parking spaces, the property owner may meet up to two and a half percent (2.5%) of the required parking spaces (or one space per forty required spaces) with designated motorcycle, scooter, e-bike, or bicycle parking spaces. Any parking spaces for such alternative

modes of transportation must be appropriately signed and must meet the following minimum size:

- (1) Motorcycle - four (4) feet by eight (8) feet.
- (2) Scooter - three (3) feet by five (5) feet.
- (3) E-Bike or Bicycle - two (2) feet by five (5) feet or space on a bike rack or other facility for locking up the bike.

The size of a required off-street parking space to serve a single-family detached dwelling or two-family dwelling or for 90 degree parking for other residential uses may be reduced from 9' X 18' to 8' X 16', provided that the use of the parking space is restricted to a designated dwelling unit. This size reduction does not apply to common parking areas or lots in which each space is not assigned to a specific dwelling unit or to guest parking.

- (c) The following minimum off-street parking requirements shall be provided and maintained in case of new construction, alterations and changes of use; except that, in the Main Street Community Commercial zoning district and in the District One/Knightville Design Review District section of the Village Commercial zoning district, the minimum number of required off-street parking spaces for office retail, service, and restaurant uses shall be 50% of the amount otherwise indicated. In addition, the Planning Board may reduce the required off-street parking as provided in (1) or (2) below:

(1) The Planning Board may reduce the number of off-street parking spaces required to be provided for any use by up to twenty-five percent (25%) as part of a Post-Construction Stormwater Management Plan if the applicant demonstrates that the parking proposed to be provided is adequate for the use based upon national parking demand studies such as Parking Demand published by the Institute of Traffic Engineers or by data on actual parking demand for similar uses in similar situations and/or consideration of the availability of transit service or other alternative transportation that reduces the demand for on-site parking.

(2) The Planning Board may reduce the minimum number of required off-street parking spaces for office, retail, service, and restaurant uses by up to 50% of the amount otherwise required for uses in the Village Extension District and the Mill Creek Core District if the applicant demonstrates that the reduced parking proposed to be provided is adequate for the use based upon national parking demand studies such as Parking Demand published by the Institute of Traffic Engineers or by data on actual parking demand for similar uses in similar situations and/or consideration of the availability of transit service or other alternative transportation that reduces the demand for on-site

parking.

Required minimum off-street parking

- (3) For residential structures:
- a. Single-family detached: Two (2) parking spaces.
 - b. Single-family attached: One and one-half (1 1/2) parking spaces.
 - c. Multifamily (non-elderly): One and one-half (1 1/2) parking spaces per dwelling unit for units with more than one bedroom or more than eight hundred (800) square feet of floor area.
 - d. Multifamily (non-elderly): One (1) parking space per dwelling unit for units with one bedroom or units with more than four hundred (400) square feet of floor area but less than eight hundred (800) square feet of floor area.
 - e. Multifamily (non-elderly): Three quarters or seventy-five percent (75%) of a parking space per dwelling unit for units that do not have a separate bedroom or units with less than four hundred (400) square feet of floor area.
 - f. Multifamily (elderly): one-half parking spaces per dwelling unit.
- (4) For tourist homes, motels, and inns, one parking space for each guest or sleeping room or suite, one additional space for the owner or manager and one additional space for each fifty (50) square feet of public assembly.
- (5) For hotels, one parking space for each two (2) guests or sleeping rooms, or suites, plus one additional space for each fifty (50) square feet of public assembly. For extended stay hotels, one parking space for each guest room.
- (6) For general retail:
- a. Personal services: Five (5) spaces per one thousand (1,000) square feet floor area.
 - b. General retail: Five (5) spaces per one thousand (1,000) square feet floor area (see Note 1).
 - c. Furniture/appliance/catalogue showrooms: Two and one-half (2 1/2) spaces per one thousand (1,000) square feet floor area.
 - d. Shopping centers: Five (5) spaces per one thousand (1,000) square feet gross leasable floor area (see Note 1) (which gross leasable

floor area shall be defined as excluding seventy-five (75) percent of the mall/concourse area or those portions of the mall concourse area not used for business purposes, whichever is smaller, and also excluding service corridors, utility rooms, mechanical rooms, non-selling mezzanine areas and loading docks); provided, however, in shopping centers which are required to have over one hundred (100) parking spaces, the Planning Board may permit a certain number of them, not to exceed one-third of the total required, to be designated for small or compact cars and to permit the parking stalls for such to be reduced to eight (8) feet by sixteen (16) feet.

Note 1: The Planning Board may reduce the number of parking spaces required to be provided for general retail uses to not less than four (4) spaces per one thousand (1,000) feet of floor area and for shopping centers to not less than four (4) spaces per one thousand (1,000) square feet of gross leasable area if the applicant demonstrates that the parking proposed to be provided is adequate for the use based upon national parking demand studies such as Parking Demand published by the Institute of Traffic Engineers or by data on actual parking demand for similar uses in similar situations and/or consideration of the availability of transit service or other alternative transportation that reduces the demand for on-site parking.

- (7) For office, professional or public buildings, having a floor area of over two thousand (2,000) square feet, one off-street parking space for each three hundred and fifty (350) square feet of floor area exclusive of areas used for storage.
- (8) For restaurants, tearooms, lunch counters or the like, one parking space for each three (3) employees, plus one additional space for each four (4) patrons accommodated at tables or counters; provided, however, lounges or lounge areas within restaurants must have one additional parking space per one hundred (100) square feet of lounge area.
- (9) For industrial uses, parking facilities on the basis of one parking space per four hundred (400) square feet of floor area, exclusive of storage space and other space not used for office, research, development or productive purposes, but in no case less than one space for each two (2) employees. The requirement based upon square footage of floor area may be reduced if it can be clearly shown that the type of use does not justify the requirement. Such reduction may not be below the requirement of one space for each two (2) employees.
- (10) For auditoriums, stadiums, sports arenas or similar uses, one parking space for each six (6) seats plus one additional space for each two (2) employees thereof. Where individual seats are not provided, each twenty (20) inches of benches or other similar seating, or eight (8) square feet of seating or standing space shall be considered as one seat for the purpose of determining requirements thereof.
- (11) For theaters, one parking space for each six (6) seats plus one space for each two (2) employees.

- (12) For schools, one parking space for each two (2) employees including teachers and administrators plus sufficient off-street space for the safe and convenient loading and unloading of students, plus one space for each ten (10) persons seated in public assembly rooms.
- (13) For airports, railroad passenger stations, bus depots, or other passenger terminal facilities, parking space adequate for employees, for the loading and unloading of passengers and for spectators, visitors and others.
- (14) For hospitals, sanitariums, assisted living facilities, and nursing or convalescent homes, one parking space for each four (4) patient beds (excluding bassinets) plus one space for each staff or visiting doctor and one space for each three employees including nurses. Loading and unloading space for hospital ambulances and similar vehicles shall not be included in the spaces required herein.
- (15) For medical or dental clinics, two (2) parking spaces per doctor engaged at the clinic, plus one additional space for every two (2) employees. For medical marijuana dispensaries, five (5) spaces per one thousand (1,000) square feet total floor area, plus one additional space for every two (2) employees.
- (16) For mortuaries or funeral homes, one parking space for each hearse or service vehicle, one space for each family or individual resident on the premises, plus additional spaces equal in number to one space for each one hundred (100) square feet of public area within the building.
- (17) For welfare institutions such as asylums, homes for aged, orphanages, etc., one parking space for each staff or visiting doctor, one additional space for each two (2) employees, plus one space for each ten (10) residents.
- (18) For community centers, libraries, museums, civic clubs and similar uses, one parking space for every two (2) employees plus one space for each one hundred fifty (150) square feet of public area in the building.
- (19) For dance halls, one space for each one hundred (100) square feet of dance floor area plus one space for each two (2) employees.
- (20) For bowling alleys, three (3) parking spaces for each alley, plus one space for each two (2) employees.
- (21) For convention halls, gymnasiums, parks, racetracks, skating rinks and similar uses, parking spaces equal in number to at least one space for each two (2) employees and one space for each six (6) seats or other unit of capacity.
- (22) For any and all uses or structures not specifically provided for in the foregoing enumeration, it shall be the burden of the applicant to demonstrate to the Code Enforcement Officer, or to the Planning Board if Planning Board approval is otherwise required, that the applicant

can provide such parking as shall be necessary to eliminate the necessity for parking on public streets, unless otherwise indicated.

- (d) Required off-street parking in all districts shall be located on the same lot as the principal building or use except that the Board of Appeals or the Planning Board for projects that require Planning Board review may authorize residential off-street parking to be located within one thousand five hundred (1,500) feet of the lot on which the principal residential use is located, measured along lines of public access, where it cannot reasonably be provided on the same lot. Such parking areas shall be held under the same ownership or lease as the residential uses served and evidence of such control or lease shall be required. In cases in which off-street parking is provided upon leased land, the Building Inspector shall not issue a certificate of use and occupancy for such premises valid for a period longer than the duration of such lease.
- (e) Required off-street parking in all business and industrial zones shall be located on the same lot with the principal building or use, or within one thousand five hundred (1,500) feet measured along lines of public access, except that where off-street parking cannot be provided within these limits, the Board of Appeals or the Planning Board for projects that require Planning Board review may permit such off-street parking to be located a reasonable distance from the principal building or use, measured along lines of public access, if the premises to be used for parking are held under the same ownership or lease. Evidence of such control or lease shall be required and such lots shall be located within business or industrial districts.
- (f) Required off-street parking in all business and industrial zones may be substituted by municipal parking facilities, including public parking lots and garages and also on-street public parking spaces. Such substitution shall be shown to be representative of the off-street parking turnover or requirements of the particular business or industry in question and shall take into consideration the needs of other businesses with similar demands upon such public space. No such public parking spaces shall be considered as a substitute unless located within five hundred (500) feet of the principal building as measured along lines of public access.
- (g) Where off-street parking for more than six (6) vehicles is required or provided on a lot in a residence zone and vehicles are to be or may be parked within the area otherwise required to be kept open and unoccupied for front, side and rear yards in the zone in which such parking is located, the following requirements shall be met:
 - (1) A continuous guard curb, rectangular in cross section, at least six (6) inches in height and permanently anchored, shall be provided and maintained at least five (5) feet from the street or lot line between such off-street parking and that part of the street or lot line involved.
 - (2) Where such off-street parking shall abut a lot in residential use or an unoccupied lot which is located in a residence zone, appropriate landscaping or other buffering shall be provided and maintained between such off-street parking and that part of the lot line involved.

- (h) Where off-street parking for more than six (6) vehicles is required or provided on a lot in any business zone, the following requirements shall be met:
- (1) Where vehicles are to be or may be parked within ten (10) feet of any street line, a continuous guard curb, rectangular in cross section, at least six (6) inches in height and permanently anchored, shall be provided and maintained at least five (5) feet from the street line between such off-street parking and that part of the street line involved.
 - (2) Where such off-street parking shall abut a lot in a residence zone or a lot in residential use, appropriate landscaping or other buffering shall be provided and maintained between such off-street parking and that part of the lot line involved.
- (i) Where off-street parking for more than six (6) vehicles is required or provided, the following construction requirements shall apply:
- (1) Appropriate driveways from streets or alleys, as well as maneuvering areas, shall be provided. Location and width of approaches over public sidewalks shall be approved by the Municipal Engineer. When access to parking areas is available from more than one street, ingress and egress to and from the lot shall have the approval of the Planning Board.
 - (2) The surface of driveways, maneuvering areas and parking areas shall be uniformly graded with a subgrade consisting of gravel or equivalent materials at least six (6) inches in depth, well compacted and with a wearing surface equivalent in qualities of compaction and durability to fine gravel.
 - (3) A system of surface drainage shall be provided in such a way that the water runoff shall not be detrimental to the public health, safety, and welfare.
 - (4) Where artificial lighting is provided, it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways.
- (j) The Board of Appeals may, in specific cases of hardship, reduce the requirements for off-street parking where it is clearly demonstrated that such reduction will not detract from neighborhood values, inconvenience the public, or increase congestion in the streets.
- (k) The Board of Appeals, or the Planning Board for project that require Planning Board review, may approve the joint use of a parking facility by two (2) or more principal buildings or uses where it is clearly demonstrated that said parking facility will substantially meet the intent of the requirements by reasons of variation in the probable time of maximum use by patrons or employees among such establishments.
- (l) The following landscaping requirements shall apply:
- (1) Where an off-street parking lot is required under the terms of this Chapter to contain more than twenty (20) but fewer than one hundred twenty-five (125) parking spaces, five (5) percent of the total

parking area, including maneuvering areas but not including access roads which are not a part of the parking area itself, shall be landscaped and maintained with trees, shrubs, and other natural vegetation, in a manner approved by the Planning Board.

- (2) Where an off-street parking lot is required under the terms of this Chapter to contain one hundred twenty-five (125) or more parking spaces, five (5) percent of the total parking area, including maneuvering areas but not including access roads which are not a part of the parking area itself, shall be landscaped and maintained with trees, shrubs, and other natural vegetation, according to a plan prepared by a Maine licensed landscape architect and approved by the Planning Board.
- (3) Where an off-street parking lot is required under the terms of this Chapter to contain more than twenty (20) parking spaces, a landscaped strip at least six (6) feet wide shall be provided wherever said parking lot abuts a public way, in addition to any landscaped area required under paragraphs (1) and (2) above.
- (4) To insure that landscape materials do not constitute a driving hazard, a "sight triangle" shall be required at all street intersections or intersections of driveways with streets, as follows:
 - a. At intersections of driveways with streets, the sight triangle shall be formed by the intersection of each side of the driveway and the street's right-of-way line, with two (2) sides of each triangle being ten (10) feet in length from the point of intersection and the third line connecting the ends of the two (2) other sides.
 - b. At street intersections, the sight triangle shall be formed by the intersection of two (2) or more street rights-of-way, with two (2) sides of the triangle being thirty (30) feet in length along the abutting right-of-way lines, measured from their point of intersection, and the third side being a line connecting the ends of the other two (2) lines.

Within these sight triangles, no landscape materials, except grass or groundcover, shall be permitted.

- (5) The Planning Board may permit a portion of the parking area and maneuvering areas required under the terms of this Chapter, but in no event to exceed fifty (50) percent of said requirement, to be dedicated as "Reserved for Parking" but in fact to remain in its natural state until such time, if ever, as the Planning Board determines that existing traffic problems, congestion or public safety require said reserved area to be developed for parking. For the purposes of complying with the landscaping requirements of paragraphs (1) and (2) above, the five (5) percent landscaping requirement for parking areas shall apply only to such parking area as has been in fact developed pursuant to directions of the Planning Board.

(Ord. No. 2-12/13, 9/17/2012, [Fiscal Note: Less than \$1000]; Ord. No. 14-13/14, 5/5/14 [Fiscal Note: Less than \$1000] Ord. No. 6-16/17, 11/7/16 [Fiscal Note: Less than \$1000])