

CHAPTER 9: PARKING

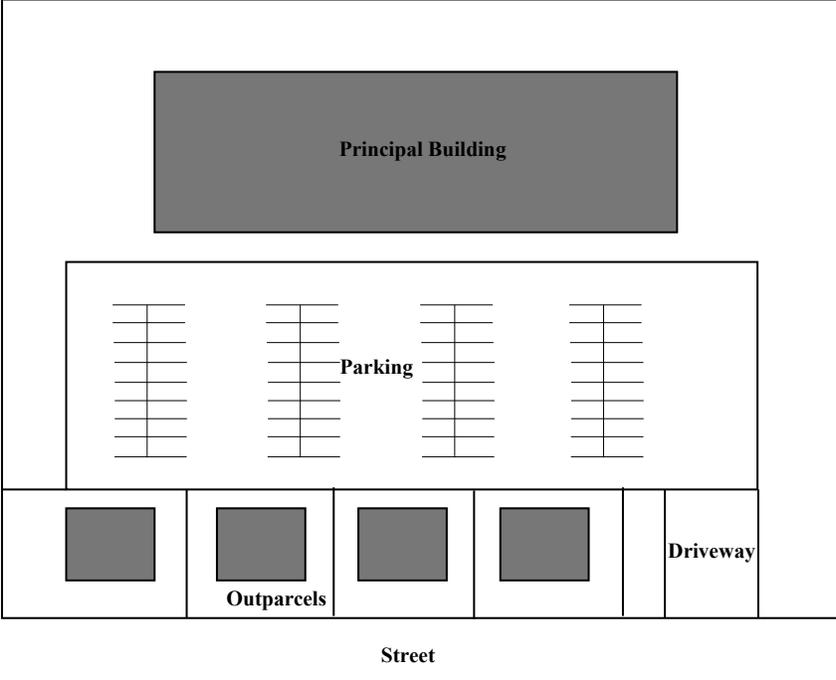
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CHAPTER 9: PARKING

Section 9.1 Parking General Provisions

The purpose of this section is to ensure that adequate and well-designed parking is provided for developments in the Town of Granite Quarry. The following are general requirements for all new developments except single-family detached residential and two-family attached residential (duplexes). The expansion of existing development shall follow these requirements to the greatest extent possible.

- A. For commercial, mixed use, and industrial uses (except for developments in the LI and HI districts), a maximum of two (2) rows of parking spaces may be located in front yard of the principal building. All other parking shall be located in either the rear or side yards of the principal building. For large-scale developments with large parking areas, parking may be shared and screened with outparcel buildings as shown in the diagram below:



- B. All off-street parking areas shall be screened from view in accordance with Type B landscaping in accordance with Section 8.2.2.
- C. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, and other public service vehicles.
- D. Off-street parking areas shall be designed so that parked vehicles do not encroach upon, extend onto, or cause vehicles to back into public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility, or other structure.
- E. Off-street parking areas of greater than five (5) spaces shall provide curb and gutter.

- F. The size of any single surface parking lot shall be limited to three (3) acres, unless divided by a street or building. Larger parking lots shall be separated by buildings or landscaped areas.
- G. The following shall be paved or contain a similar type material approved by the Zoning Administrator. Gravel and other stabilization materials without a permanent wearing surface is not permitted:
- Front yard parking areas
 - Side yard parking areas
 - All off-street parking areas for lots of greater than one (1) acre
 - Driveways

Off-street rear yard parking areas for lots of less than one (1) acre may use gravel in lieu of a paving material provided that handicap parking meets ADA standards and gravel is contained to the parking area using landscaping timbers or other containment device.

- H. Paved parking areas shall have lines demarcating each parking space.
- I. No surface parking or circulation driveway is permitted within any required or established setback or buffer area, except that driveways providing access to the parking area may be installed across these areas.
- J. Off-street parking areas shall be properly maintained in all respects. In particular, off-street parking 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.
- K. On-street parking may be used to satisfy parking requirements where the streets are designed to accommodate on-street parking.
- L. A secure bicycle rack is required for all parking lots greater than 50 spaces. Bicycle parking may be placed in the front yard.

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Section 9.2 Parking Ratios

9.2.1 Parking Ratios by Use

A. The following are minimum parking ratios for the uses indicated:

Use	Minimum
Single-Family & Two-Family Residential (Attached & Detached)	2 per dwelling unit
Multi-Family Residential	1 per bedroom
Residential Care Facilities & Hospitals	1 per 4 beds
Commercial (Office & Retail)	1 per 300 square feet gross floor area
Restaurants	1 per 4 seats
Warehousing/Industrial	.25 per 1000 square feet gross floor area
Mixed Use	Use minimums for Commercial and Multi-Family Residential
Hotel/Motel/Inn	1 per room
Civic & Public Assembly Uses (not including schools)	1 per 5 seats
Elementary and Middle Schools*	1.5 per classroom
High Schools* and Colleges	10 spaces per classroom
Other	Minimum of most similar use as determined by the Zoning Administrator

*Public schools shall meet the parking standards set forth by the Rowan-Salisbury School System.

B. The Administrator or Planning Board may reduce the minimum number of parking spaces required by up to 10 percent if the applicant can demonstrate that the number of required parking spaces is excessive due to use or property constraints.

9.2.2 Parking Spaces for the Disabled

A. Except for a lot containing a duplex or single-family dwelling, all uses shall be required to provide the following number of spaces designed for disabled persons:

Total Number of Required Spaces	Minimum Disabled Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of total
1,001 +	20+1 for each 100 over 1,000

- B. The number of such spaces shall be in addition to those required by the minimum parking ratios.
- C. A minimum of one (1) parking space for the disabled shall be van accessible. For every eight (8) spaces for the disabled, there shall be at least one van accessible space.
- D. Off-street parking spaces for the disabled shall be designed as follows:
 1. All spaces for the disabled shall have access to a curb-ramp or curb-cut when necessary to allow access to the building served, and shall be located so that users will not be compelled to wheel behind parked vehicles, and shall be located the shortest possible distance between the parking area and the entrance to the principal building it serves.
 2. Parallel parking spaces for the disabled shall be located either at the beginning or end of a block or adjacent to alley entrances. Curbs adjacent to such spaces shall be of a height which will not interfere with the opening and closing of motor vehicle doors.
 3. Each parking space for the disabled shall be paved and prominently outlined with paint, with a permanent sign of a color and design approved by the North Carolina Department of Transportation, bearing the internationally accepted wheelchair symbol, posted at the head of the parking space.
 4. The size of the parking space shall be per building code specifications.

Section 9.3 Shared Parking and Parking Connectivity

9.3.1 Shared Parking

The joint use of shared off-street parking between two uses may be made by contract by two or more adjacent property owners. Developments that operate at different times may jointly use or share the same parking spaces with a maximum of one-half (1/2) of the parking spaces credited to both uses if one use is a church, theater, assembly hall or other use whose peak hours of attendance will be at night or on Sundays, and the other use will be closed at night or on Sundays.

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9.3.2 Parking Connectivity

Adjacent parking lots shall be interconnected except in the case of existing steep topography between the sites. Each parking area that is interconnected may reduce their minimum parking requirement by five (5) percent.

Section 9.4 Parking Dimensions

9.4.1 Parking Space Dimensions

Each parking space, (other than those designed for the disabled) shall contain a rectangular area at least 19 feet long and nine (9) feet wide.

9.4.2 Parking Lot Dimensions

The following are dimensional standards for all required parking areas:

Aisle Direction	Angle of Parking Spaces				
	0 (parallel)	30	45	60	90 (perpendicular)
One-Way	13 feet wide	14 feet wide	18 feet wide	20 feet wide	24 feet wide
Two-Way	19 feet wide	20 feet wide	21 feet wide	23 feet wide	24 feet wide

Section 9.5 Loading Area Requirements

Every building or structure used for business, trade, or industry hereafter erected shall provide space as indicated herein for the loading and unloading of vehicles off the street or public alley. Such space shall have access to an alley or, if there is no alley, to a street. For the purposes of this section, an off-street loading space shall have minimum dimensions of 14 feet in height, and 35 feet in depth.

All non-residential uses greater than 5,000 square feet (except civic uses) shall provide an off-street loading area.

9.5.1 Minimum Off-Street Loading Space Requirements

The following minimum loading space requirements shall apply for the appropriate use:

Use	Required Loading Spaces
Retail	1 space of 300 square feet per 5,000 square feet of floor space
Wholesale/Industrial	1 space of 500 square feet for each 10,000 square feet of floor space
Office/Institutional	1 space of 300 square feet per business

9.5.2 Design of Loading Spaces

- A. Off-street loading spaces shall be designed and constructed so that all maneuvering to park vehicles for loading and unloading can take place entirely within the property lines of the premises. Loading spaces must be designed so as to not interfere with the normal movement of vehicles and pedestrians on public rights-of-way. Off-street loading spaces shall be located in the rear yard. 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.
- B. Each loading space shall have a paved surface and be a minimum of 12 feet in width and 40 feet in length. Each such berth shall also have a minimum vertical clearance of 14 feet.

Section 9.6 Driveways

These driveway requirements do not apply to single-family detached and two-family attached (duplex) residential uses.

- A. Driveways shall be not less than 10 feet in width for one-way traffic and 18 feet in width for two-way traffic.
- B. Twelve (12) foot wide driveways are permissible for two-way traffic when:
 - The driveway is not longer than 50 feet; and
 - The driveway provides access to not more than five (5) parking spaces; and
 - Sufficient turning space and stacking area is provided so that vehicles need not back into a public street.
- C. In no case shall a driveway width exceed 36 feet, except as required by NCDOT.
- D. Driveways shall be as nearly perpendicular to the street right-of-way as possible.
- E. Driveways shall line up with other driveways across the street and be shared between adjacent uses wherever possible.
- F. No driveway on a thoroughfare shall be less than 300 ft from an existing driveway, unless a shared driveway arrangement is not feasible, or other similar hardships as determined by the Technical Review Committee.