

## PROPOSED AMENDMENTS CHAPTER 402

### PARKING & LOADING STANDARDS

November 2009

Note: Strikethrough text indicates wording to be deleted, underline text indicates wording to be added

#### 402.6.9 Parking Requirements

All uses of land and development of property shall be provided with parking and loading facilities meeting the standards of ~~Part 6 of the Gray Street Construction Ordinance Chapter 400 unless otherwise provided in this Zoning Ordinance~~ Section 402.10.11 B under Site Plan Review.

#### 402.10.11 Site Development Standards for Site Plan Review

##### B. Traffic Access and Parking

1. Adequacy of Road System - Vehicular access to the site must be on roads which have adequate capacity to accommodate the additional traffic generated by the development. For developments which generate one hundred (100) or more peak hour trips based on the latest edition of the Trip Generation Manual of the Institute of Traffic Engineers, intersections on major access routes to the site within one (1) mile of any entrance road which are functioning at a Level of Service of D or better prior to the development must function at a minimum at Level of Service D after development.

Levels of service rankings are similar to the academic ranking system where an 'A' represents little control delay and an 'F' represents extensive delay. A level of service 'D' and higher is desirable for a signalized intersection, although in urban areas, specific movements often operate at a level of service 'E' or 'F'.

The following tables summarize the relationship between control delay and level of service:

Table 1A - Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

Table 1B - Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

If any such intersection is functioning at a Level of Service E or lower prior to the development, the project must not reduce the current level of service. This requirement may be waived by the Planning Board if the project is located within a growth area designated in the Comprehensive Plan and the Board determines that the project will not have an unnecessary adverse impact on traffic flow or safety.

A development not meeting this requirement may be approved if the applicant demonstrates that:

- a. A public agency has committed funds to construct the improvements necessary to bring the level of access to this standard, or
  - b. The applicant will assume financial responsibility for the improvements necessary to bring the level of service to this standard and will assure the completion of the improvements with a financial guarantee acceptable to the municipality.
2. Access into the Site - Vehicular access to and from the development must be safe and convenient.
- a. Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible.
  - b. Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.
  - c. The grade of any proposed drive or street must be not more than  $\pm 3\%$  for a minimum of two (2) car lengths, or forty (40) feet, from the intersection.
  - d. The intersection of any access/egress drive or proposed street must function: (a) at a Level of Service of D following development if the project will generate one thousand (1,000) or more vehicle trips per twenty-four (24) hour period; or (b) at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.
  - e. Where a lot has frontage on two (2) or more streets, the primary access to and egress from the lot must be provided from the street where there is less potential for traffic congestion and for traffic and pedestrians hazards.

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Access from other streets may be allowed if it is safe and does not promote shortcutting through the site.

- f. Where it is necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, the applicant shall be responsible for providing turning lanes, traffic directional islands, and traffic controls within public streets.
  - g. Accessways must be designed and have sufficient capacity to avoid queuing of entering vehicles on any public street.
  - h. The following criteria must be used to limit the number of driveways serving a proposed project:
    - 1) No use which generates less than one hundred (100) peak hour vehicle trips ~~per day~~ shall have more than a single two-way driveway onto a single roadway. Such driveway must be no greater than thirty (30) feet wide.
    - 2) No use which generates one hundred (100) or more peak hour vehicle trips ~~per day~~ shall have more than two points of entry from and two points of egress to a single roadway. The combined width of all accessways must not exceed sixty (60) feet.
3. Accessway Location and Spacing - Accessways must meet the following standards:
- a. Private entrances/exits must be located at least fifty (50) feet from the closest unsignalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the accessway. This requirement may be reduced if the shape of the site does not allow conformance with this standard.
  - b. Private accessways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.
4. Internal Vehicular Circulation - The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.
- a. Nonresidential projects that will be served by delivery vehicles must provide a clear route for such vehicles with appropriate geometric design to allow turning and backing for a minimum of WB-40 vehicles.
  - b. Clear routes of access must be provided and maintained for emergency vehicles to and around buildings and must be posted with appropriate signage (fire lane - no parking).
  - c. The layout and design of parking areas must provide for safe and convenient circulation of vehicles throughout the lot.

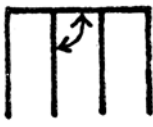



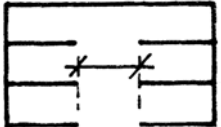
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- d. All roadways must be designed to harmonize with the topographic and natural features of the site insofar as practical by minimizing filling, grading, excavation, or other similar activities which result in unstable soil conditions and soil erosion, by fitting the development to the natural contour of the land and avoiding substantial areas of excessive grade and tree removal, and by retaining existing vegetation during construction. The road network must provide for vehicular, pedestrian, and cyclist safety, all season emergency access, snow storage, and delivery and collection services.
5. Parking Layout and Design - The goals of the parking standards are to provide safe and adequate parking while avoiding construction of excess parking that is expensive to build and maintain. Applicants are encouraged to consider shared parking arrangements (Subsection 7. a below), off-site parking (Subsection 7. b), and reserve parking areas (Subsection 7.e) in meeting these goals. Off-street parking must conform to the following standards:
- a. Parking areas with more than two parking spaces must be arranged so that it is not necessary for vehicles to back into the street.
  - b. All parking spaces, access drives, and impervious surfaces must be located at least five (5 ft.) feet from any side or rear lot line, except where standards for buffer yards require a greater distance. No parking spaces or asphalt type surface shall be located within the required front setback unless a visual barrier to screen views of vehicle tire wells is approved by the Planning Board. Parking lots on adjoining lots may be connected by accessways not exceeding twenty-four (24 ft.) feet in width.
  - c. Parking stalls and aisle layout must conform to the following standards:

Table 2 – Parking Layout Standards

Parking Angle	Stall Width	Skew Width	Stall Depth	Aisle Width
				
90 degrees	9'-0"		18'-0"	24'-0" two way
60 degrees	8'-6"	10'-6"	18'-0"	16'-0" one way
45 degrees	8'-6"	12'-9"	17'-6"	12'-0" one way
30 degrees	8'-6"	17'-0"	17'-0"	12'-0" one way

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- d. In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings or other permanent indications and maintained as necessary.
  - e. Parking areas for nonresidential uses must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles. Double stack parking may be permitted for resident parking in conjunction with residential uses if both spaces in the stack are assigned to the occupants of the same dwelling unit and in non-residential uses for designated employee parking.
  - f. Provisions must be made to restrict the "overhang" of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials.
  - g. Except as provided in Subsection 7.b. below, off-street parking spaces shall be provided on the same lot occupied by the use.
  - h. The closest boundary of the parking area shall be within 300 ft. of the principle use for which the spaces are required.
6. Calculation of Required Number of Parking Spaces
- a. All areas pertinent to the use, except those listed in Subsection 6. b. below shall be included in the calculation of gross floor area.
  - b. Floor area of rooms occupied by mechanical, electrical, communications, and security equipment shall be deducted from the floor area for the purpose of calculating parking requirements.

Table 3 – Minimum Number of Off-Street Parking Spaces

**Residential**

<u>Dwelling: Single Family, Duplex</u>	<u>2 per dwelling unit</u>
<u>Multifamily:</u>	
<u>Studio</u>	<u>1.25 per dwelling unit</u>
<u>One Bedroom</u>	<u>1.5 per dwelling unit</u>
<u>Two or More Bedrooms</u>	<u>2 per dwelling unit</u>
<u>Accessory/In-Law Dwelling Unit</u>	<u>1 per dwelling unit</u>
<u>Hotel/Motel</u>	<u>1.25 per guest room, plus</u> <u>10 per 1000 sq. ft. restaurant/lounge, plus</u> <u>30 per 1000 sq. ft. meeting/banquet room.</u>
<u>Senior Citizen Housing, Independent Living</u>	<u>0.6 per dwelling unit</u>
<u>Senior Citizen Housing, Assisted Living</u>	<u>0.4 per dwelling unit</u>

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<u>Boarding Homes for Sheltered Care and Nursing Homes</u>	<u>1 per room</u>
<u>Rooming House:</u>	
<u>Single-Occupancy Unit</u>	<u>1 per dwelling unit</u>
<u>Double-Occupancy Unit</u>	<u>2 per dwelling unit</u>
<u>Employees</u>	<u>1 per employee</u>
<u>Visitors</u>	<u>As needed</u>
<u>Day Care, Facility (any type)</u>	<u>.35 per client of licensed capacity plus staff</u>
<u>Hospital/Medical Center</u>	<u>0.4 per employee, plus</u> <u>1 per 3 beds, plus</u> <u>1 per 5 average daily outpatient visits, plus</u> <u>1 per 4 medical staff, plus</u> <u>1 per student/faculty/staff</u>
<b><u>Retail/Service</u></b>	
<u>Retail Sales (not in shopping center)</u>	<u>3.5 per 1000 sq. ft. of gross floor area (GFA)</u>
<u>Supermarket (Freestanding)</u>	<u>4.5 per 1000 sq. ft. of GFA</u>
<u>Discount Superstore/Clubs</u>	<u>3.5 per 1000 sq. ft. of GFA</u>
<u>Home Improvement Superstore</u>	<u>2.5 per 1000 sq. ft. of GFA</u>
<u>Other Heavy/Hard Goods (Furniture, Appliances, Buildings Materials, etc...)</u>	<u>3.0 per 1000 sq. ft. of GFA</u>
<u>Shopping Centers</u>	<u>4.0 per 1000 sq. ft. of GFA,</u>
<u>Service Business, Personal</u>	
<u>Beauty Shops/Barber Shops</u>	<u>2 per treatment station, but not less than</u> <u>4.3 per 1000 sq. ft. customer service area.</u>
<u>Coin-Operated Laundry/Dry Cleaning Services</u>	<u>3.5 per 1000 sq. ft. of GFA</u>
<u>Other</u>	<u>3.5 per 1000 sq. ft. of GFA</u>
<u>Fitness Center/Health Club</u>	<u>1 per 3 persons of permitted capacity</u>
<u>Retail Sales, Automobile Sales</u>	<u>2.7 per 1000 sq. ft. of interior sales area GFA,</u> <u>plus 1.5 per 1000 sq. ft. of interior area</u>
<u>Automobile Repair Services, Major or Minor</u>	<u>4 per service bay</u>
<u>Convenience Store</u>	<u>.25 per pump plus 1 per employee plus 4 per 1000 sq. ft.</u>
<b><u>Food and Beverage</u></b>	
<u>Restaurant</u>	<u>1 per 3 seats</u>
<b><u>Office and Business Services</u></b>	
<u>Business and Professional Office</u>	<u>4.5 per 1000 sq. ft. of GFA</u>
<u>Service Business, Commercial</u>	<u>4 per 1000 sq. ft. of GFA</u>



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- 4) The applicant has sufficient legal interest in the land on which the off-site parking is provided to establish control as long as the use exists.
  - 5) Adequate lighting shall be installed to provide for safe pedestrian movement.
- c. Storage of Automobiles. The minimum off-street parking space requirements of Subsection 6. above do not apply to the storage of automobiles for repair or sale where the operator of the use has control over the movement of all stored vehicles on the property.
- 1) The applicant shall demonstrate that adequate area is provided for the storage of all automobiles on the property within any applicable yard setbacks.
  - 2) The aisle width requirements in Table 2 above shall apply to the storage of automobiles.
  - 3) The applicable parking requirements in Table 3 apply to all other cars on the property (e.g. customers and employees).
- d. Similar Uses. For any structure or use not specifically provided for, the Planning Board shall base the required number of parking spaces by selecting the use(s) most similar in the ordinance or by requiring a parking study to determine the appropriate number to be provided based on projected use.
- e. Waiver of Parking and Loading Requirements. If any applicant can clearly demonstrate to the Planning Board that, because of the nature of the operation or use, the parking and/or loading and unloading requirements of this ordinance are unnecessary or excessive, the Planning Board shall have the power to approve a site plan showing less paved parking or unloading area than is required by this section; provided, however, that a landscaped area of sufficient size to meet the deficiency shall be set aside and reserved for the purpose of meeting future off-street parking or unloading requirements in the event that a change of use of the premises shall make such additional off-street facilities necessary.
- f. Handicapped Accessible Spaces. All parking shall be designed in compliance with the requirements of the Americans with Disabilities Act and shall provide for accessible spaces in accordance with Table 4 below:

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Table 4 – Accessible Parking Requirements

Total Parking in Area/Lot or Structure	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

In addition, one in every eight accessible parking spaces (but not less than one) must be served by an access aisle at least 96 inches wide and must be designated "van accessible."

8. Off-Street Loading.

- a. The minimum off-street loading standards of Table 5 in this Subsection shall be met:

Table 5 – Required Off-Street Loading Bays

<u>Type of Use</u>	<u>Gross Floor Area in Thousands of Square Feet</u>			
	<u>12-24</u>	<u>25-100</u>	<u>101-250</u>	<u>Each 250 add.</u>
<u>Retail or Industrial</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>1</u>
<u>Business and Professional Offices, Hotels</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>1</u>
<u>Distribution Facilities, Warehousing 15 bays per 100,000 s.f. of gross floor area</u>				

b. Size of Loading Areas.

- 1) Each loading bay shall be between 12 and 14 feet wide depending on conditions of ingress and egress.
- 2) Access to the bay shall include a minimum maneuvering area of 125 feet in length, or more where required.

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- 3) The bay area shall be long enough to accommodate standing trucks so as to remove them from the flow of traffic.
- 4) Areas shall be provided for trucks to park when waiting for loading activities.
- 5) All loading bays and waiting areas shall be screened.