

CHAPTER 8: PARKING AND DRIVEWAYS

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Section 8.1 Purpose & Applicability

- A. The purpose of this Section is to ensure that adequate and well-designed parking is provided for developments in the Town of Angier.
- B. Unless otherwise specified, the requirements of this Chapter apply to all developments. The expansion of existing development shall follow these requirements to the greatest extent possible.

Section 8.2 Off-Street Parking Requirements

8.2.1 General Provisions

The following requirements shall apply to both residential and non-residential uses.

- A. All off-street parking areas shall be landscaped in accordance with Chapter 7, excluding single family residential.
- B. Area(s) used for parking spaces, parking areas, stacking, and/or loading areas to meet the minimum requirements of this Ordinance shall not be used for any other purposes except for temporary sales or event.
- C. No off-street parking area shall be located over an active or auxiliary septic tank field.
- D. 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, as applicable.
- E. All parking, including for single-family and two-family residential, shall be in designated areas with a durable wearing surface and shall not take place on lawn or landscaped areas.

8.2.2 Parking Area Design

- A. 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.
 - 1. Sidewalks or other walkways shall have a minimum unobstructed width of four (4) feet. Vehicle encroachment is measured beginning at two (2) feet beyond the curb.
- B. Curb and gutter or an equivalent drainage system shall be provided along the perimeter of the parking area, except where it is determined by the Administrator that such system is not practical for storm drainage purposes.
 - 1. In cases where raised curbing is not utilized, wheel guards, curb stops, ballasts, or bumpers must be installed for all parking spaces.
 - a. Wheel guards, curb stops, or bumpers shall be constructed of a material suited and designed for such and shall be a minimum of 5 inches high.

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- b. Location of such shall be so that no part of a parked vehicle extends beyond the property line or more than two (2) feet into a required planting area.
- C. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, and other public service vehicles.
- D. Landscaped islands shall be required at the ends of parking aisles for traffic and drainage control.
- E. No surface parking or circulation driveway is permitted within any required or established buffer area, except that driveways providing access to the parking area may be installed across these areas.
- F. No more than six (6) parking rows shall be located back to back without the separation of a landscaping area and walkway a minimum of 10 feet wide.

Acceptable



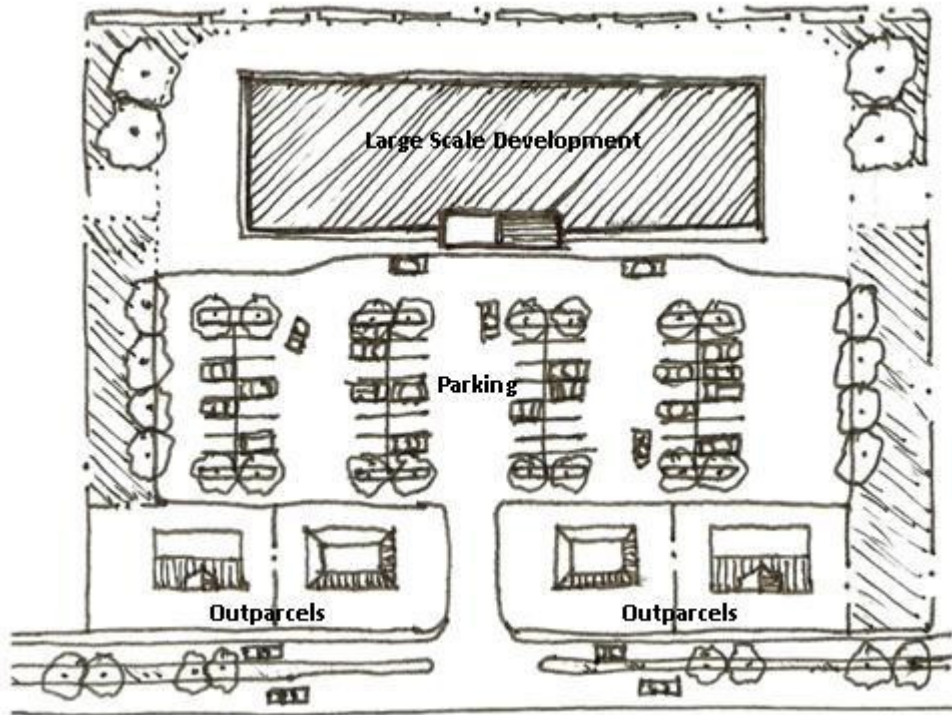
Unacceptable



- G. For non-residential uses (except for civic uses and developments in the CP district), a maximum of two (2) rows of parking spaces may be located in the 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 that have more than two (2) rows of parking in front, parking may be shared and screened with outparcel buildings as shown in the diagram below:

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EXAMPLE OF PARKING AREA FOR LARGE SCALE DEVELOPMENT



8.2.3 Parking Surface

Parking areas shall be paved with asphalt, concrete, or similar material approved by the Administrator and lines shall be painted to demarcate each parking space. Parking areas in addition to the minimum requirement may be surfaced in five (5) inch thick gravel or other similar material.

8.2.4 Parking Dimensions

8.2.4.1 Parking Space Dimensions

Each parking space, (other than those designed for the disabled) shall contain a rectangular area at least 18 feet long and nine (9) feet wide. For parallel parking spaces, the minimum size is 20 feet long by eight (8) feet wide.

8.2.4.2 Parking Aisle Dimensions

Aisle Direction	Angle of Parking Spaces				
	0 (parallel)	30	45	60	90 (perpendicular)
One-Way	13 feet wide	13 feet wide	13 feet wide	18 feet wide	20 feet wide
Two-Way	19 feet wide	19 feet wide	20 feet wide	22 feet wide	24 feet wide

8.2.5 Residential Parking

A. Multi-family Residential: Habitual parking for residential purposes shall be limited to one (1) vehicle per one and a half (1.5) bedrooms unless otherwise stated by this Ordinance or

justification can be made as to why this is not feasible. In such cases, the Administrator shall have the authority to increase this number by up to two (2) vehicles.

- B. Single-family Residential: Habitual parking for residential purposes shall be limited to what can be reasonably considered a driveway.

No residentially-developed lot may be used as the base of operation for any freight hauling truck, except in RA-30 Zoning Districts.

Section 8.3 On-Street Parking Requirements

- A. On-street parking may be used to satisfy parking requirements where the streets being accessed by the use are designed to accommodate on-street parking, unless otherwise specified for individual uses with Special Requirements in Chapter 4. The on-street parking used to satisfy the requirements must be adjacent to the subject property.
- B. On-street parking spaces shall be a minimum of 20 feet long by eight (8) feet wide.
- C. To the greatest extent possible, non-residential uses shall not utilize on-street parking for the parking of company vehicles.

Section 8.4 Minimum Parking Space Requirements

8.4.1 Parking Requirements by Use

- A. The minimum number of parking spaces for an individual use is indicated in the Permitted Uses Table in Chapter 3.
- B. The Administrator 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.
- C. Site development located within the Town Center land use classification that cannot meet the parking requirements included herein shall submit a parking plan and justification for such to the Planning Board.
- D. In no case shall the number of parking spaces exceed 110 percent of the required number of spaces unless approved by the Administrator.

8.4.2 Parking Spaces for the Disabled

- A. Parking spaces for the disabled shall be in accordance NC State Building Code.
- B. The number of such spaces shall be in addition to those required by the minimum parking ratios but shall not count towards the maximum number of allowable parking spaces.

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Section 8.5 Shared Parking & Connectivity

8.5.1 Shared Parking

The joint use of shared off-street parking between two (2) uses may be made by contract by two (2) 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.

8.5.2 Parking Connectivity

- A. Adjacent parking lots shall be interconnected between the sites.
- B. Driveway stubs shall be provided to non-residentially zoned or used adjacent properties along major thoroughfares in cases where the subject property and the adjacent property are included in the same land use classification..

Section 8.6 Loading Area Requirements

- A. Every new or expanding non-residential development shall provide space as indicated below for the loading and unloading of vehicles.
- B. Such space shall have access to an alley or, if there is no alley, to a public right-of-way, but shall not be directly located on such.
- C. The CB district is exempt from off-street loading requirements.

8.6.1 Minimum Off-Street Loading Space Requirements

- A. The following minimum loading space requirements shall apply to new or expanding non-residential development:

Gross Floor Area	Number of Spaces
0 - 10,000 sq. ft.	0
10,001 - 20,000 sq. ft.	1
20,001 - 50,000 sq. ft.	2
50,001 - 100,000 sq. ft.	3
For each additional 90,000 square feet or fraction thereof	1

- B. There shall be no maximum number of loading spaces to provide for additional loading when necessitated by the proposed or existing use.

8.6.2 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

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of vehicles and pedestrians on any public right-of-way.

- B. Off-street loading spaces shall be located in the rear yard.
- C. 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.
- D. Each loading space shall meet the following requirements:

Minimum Width	12 ft.
Minimum Length	65 ft.
Minimum Vertical Clearance	14 ft.

Section 8.8 Driveways

These driveway requirements do not apply to single-family detached and two-family attached residential uses:

- A. Driveways shall be not less than 12 feet in width for one-way traffic and 24 feet in width for two-way traffic.
- B. Eighteen (18) foot wide driveways are permissible for two-way traffic when:
 - 1. The driveway is not longer than 50 feet; and
 - 2. The driveway provides access to not more than six (6) parking spaces; and
 - 3. 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 30 feet, except as required by NCDOT.
- D. Driveways shall be as nearly perpendicular to the street right-of-way as possible.
- E. Non-residential driveways shall line up with other driveways across the street and be shared between adjacent uses wherever possible.
- F. Driveways shall comply with NCDOT standards, unless otherwise stated herein.

Section 8.9 Junked Motor Vehicle Parking Requirements

These requirements shall not apply to those uses meeting the standards of “Junkyards, Junked Motor Vehicles, Salvage Operations, and Similar Uses” Section of Chapter 4. Further, the requirements found in the Angier Town Code shall be met for tracts of land located within the town limits:

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- A. In no case shall there be more than two (2) junked motor vehicles located outside any enclosed building on any single tract of land, whether residentially or non-residentially used, unless otherwise specified by this Ordinance.
- B. In situations where a person owns multiple tracts of land that are located within 500 feet of each other, the owner of such land shall be limited to two (2) junked motor vehicles located outside any enclosed building unless otherwise specified by this Ordinance for all lots located within the distance requirement.
- C. The junked motor vehicle(s) shall not be a health or safety nuisance, nor shall the area constitute a health or safety nuisance according to the Harnett County Environmental Health Department.
- D. Junked motor vehicles shall be entirely concealed during all seasons of the year from public view from the public right-of-way and from adjoining properties. The vehicles may be concealed by an automobile cover or tarpaulin, with the cover adequately secured to prevent removal by wind. The automobile cover or tarpaulin must remain in good repair and not allowed to deteriorate.