

**ARTICLE 400**  
**OFF-STREET PARKING AND LOADING**

401. Purpose and Intent.

It is the intent of these regulations to encourage the appropriate location of offstreet parking and offstreet loading to provide the needed levels of service to the citizens of and visitors to the City of Asheboro and its environs, to avoid undue congestion on the streets, to protect the capacity of the street system, to move traffic, to avoid unnecessary conflicts between vehicles and pedestrians, to preserve and enhance the designated pedestrian activity areas within the City and to facilitate access from streets to offstreet parking lots and structures and offstreet loading spaces.

402. Offstreet Parking Required.

In all districts, except the B-3 district, in connection with every industrial, commercial, institutional, residential or any other use, at the time any new structure is erected or any existing structure enlarged or use of land is increased in density or intensity, or uses of structures or land change, offstreet parking shall be provided for vehicles in accordance with requirements contained in this Article. Conformance with the parking requirements herein shall be for any new use or portion of enlarged use or structures only and not the existing use or structure.

403. Compliance with Regulations.

The requirements for offstreet parking space and offstreet loading space shall be a continuing obligation of the owner of the real estate upon which any such structure is located, so long as the structure is in existence and its use requiring parking or loading, or both, continues. It shall be unlawful for an owner of any structure affected by this Ordinance to discontinue, change or dispense with, or cause the discontinuance or change of the required vehicle parking or loading space apart from the discontinuance of such structure, without establishing alternative parking and loading space which meets the requirements of and is in compliance with this Ordinance.

404. Methods of Providing Required Parking.

All required parking areas (including parking access, spaces, and maneuvering areas) shall be located on the same zoning lot as the principal use(s) it serves, except as provided below.

A. In lieu of actual construction of required on-site parking area (including spaces, ingress/egress and maneuvering areas), all or any portion of the offstreet parking required in this Article may be provided as follows:

1. Required parking for a use on a zoning lot may be located on another zoning lot, either by itself or combined with parking for other uses, subject to certification by the Zoning Administrator that the following requirements have been met:

- (a) The use being served by the off-site parking shall be a permitted principal use as established in Article 200, in the zoning districts within which the zoning lot containing such parking is located;
- (b) The off-site parking area shall be located within five hundred (500) feet walking distance of a public entrance to the structure or land area containing the use for which such spaces are required. A safe, direct, attractive, lighted and convenient pedestrian route shall exist or be provided between the off-site parking and the use being served;
- (c) The continued availability of off-site parking areas, necessary to meet the requirements of this Article, shall be ensured by an appropriate reciprocal easement, satisfactory to the Office of the City Attorney and recorded with the Register of Deeds of Randolph County.
- (d) For purposes of determining applicable minimum and maximum land use intensities (in districts where FAR applies), the land area devoted to off-site parking shall be added to the land area of the zoning lot containing the use being served by such parking and shall be subtracted from the area of the zoning lot containing the off-site parking.
- (e) The provision of off-site required offstreet parking shall not apply to any residential use located within the R-40, R-15, R-10 and R-7.5 zoning districts.
- (f) Off-site required offstreet parking shall not be separated from the use it serves by major or minor thoroughfare, as shown on the current City of Asheboro Thoroughfare Plan Map, or other similar physical barriers to convenient access between the parking and the use.

#### 405. Joint Use Facilities and Shared Parking.

- A. Nothing in this Ordinance shall be construed to prevent the joint use of offstreet parking area or offstreet loading space for two or more structures or uses, if the total of such spaces, when used together, will not be less than the sum of the requirements of the various individual uses computed separately in accordance with the requirements of this Ordinance.

An agreement for such joint use, in the form of a reciprocal easement acceptable to the office of the City Attorney shall be filed with the Zoning Administrator and recorded with the Register of Deeds for Randolph County.

- B. No part of an offstreet parking area or offstreet loading area required for any structure or use for the purpose of complying with the provisions of this Ordinance shall be included as a part of an offstreet parking area or offstreet loading area similarly required for another structure or use, unless the Zoning Administrator determines that the period(s) of demands for offstreet parking for such structures or uses will not be simultaneous with or overlap each other.

An agreement, with the City of Asheboro as one of the parties with a right of enforcement, for such joint use, in the form of a reciprocal easement acceptable to the Office of the City Attorney shall be filed with the Zoning Administrator and recorded with the Register of Deeds for Randolph County.

The Zoning Compliance Permit covering such approval shall include the requirements that the permit is valid only so long as the conditions described in the application for the permit exist.

#### 406. Number of Required Offstreet Parking Spaces.

- A. Required Offstreet Parking Spaces.

The number of required offstreet parking spaces for all districts except for the B-3 District shall be as set forth in Table 400-1.

- B. Calculation of Certain Parking Requirements.

Where parking requirements relate to number of seats, and seating is in the form of undivided pews, benches, or the like, twenty lineal inches shall be construed to be equal to one seat. Where parking requirements relate to movable seating in auditoriums and other assembly rooms, ten square feet of net floor area shall be construed to be equal to one seat, except where otherwise specified. Net floor area shall be the actual area occupied by seating and related aisles, and shall not include accessory unoccupied areas or the thickness of walls.

#### 407. Determinations for Unlisted Uses.

The Zoning Administrator shall make a determination, in the cases of uses not listed in Table 400-1, of the minimum required offstreet parking spaces.

In reaching the determination, the Zoning Administrator shall be guided by the requirements for similar uses, the number and kind of vehicles likely to be attracted to the proposed uses and studies of the parking requirements of such uses in other jurisdictions.

#### 408. Offstreet Parking Space Design Standards.

All required parking areas shall meet the following minimum design requirements. All non required parking and loading areas shall be designed, built and maintained to prevent problems due to erosion, runoff and dust:

- A. The minimum dimensions for required offstreet parking spaces and aisles shall be in accordance with Diagram 400-1.
- B. Parking for the handicapped shall be provided as per North Carolina Building Code Requirements.
- C. All off street parking facilities shall be designed with permanent means of access to a street or alley and designed to provide all necessary maneuvering lanes and areas. Access drives shall be designed to provide for two-way traffic with a minimum width of 22 feet. Drives of less than 50 feet where the view of on-coming traffic is not blocked or impaired, may be single lane of not less than 11 feet in width.
- D. Except for single family dwellings, parking facilities shall observe a minimum setback of ten (10) feet from any public street right-of-way unless the Ordinance provides for a greater setback. Parking areas for two-family/duplex dwellings located in the R-40, R-10 and R-7.5 zoning districts shall not be permitted in the required front yard setbacks.
- E. Except for single family dwellings, all required offstreet parking areas shall be paved with concrete, asphalt, or an alternative paving material (cobblestones, brick, turf-stone, or similar material) which exhibits equivalent load bearing and wear characteristics as asphalt or concrete (spaces in stacking/waiting lanes shall be considered as required parking). Alternative paving materials shall be approved by the Planning Director upon determination that such characteristics are met. Any specifications required to make such determinations shall be provided by the applicant. All surfaces shall be maintained in a safe, sanitary and neat condition. Prior to the issuance of a Certificate of Occupancy, required paving must be installed or its installation guaranteed as per Section 1006. (4/6/00)

*Staff Note: The above proposed language would require a two-family dwelling (duplex) to have paved parking as required in subsection E. Since duplexes require two spaces per unit (the threshold at which paving is required is reduced from five to four spaces. An alternative is to require paved parking for all uses other than single-family residences, regardless of the number of parking spaces.*

- F. All offstreet parking lots shall be graded and drained so as to dispose of all surface water accumulated within the area. Curbed areas and islands may be required where necessary for traffic control and or drainage as necessary to comply with erosion control laws.
- G. Lighting shall be required if night time parking is necessary or permitted. If a facility is lighted, such lighting shall be directed away from and or shielded from public streets and residential areas and shall not be a hazard or distraction to motorists traveling on a street.

- H. Parking areas shall be used for parking of vehicles, only, with no sales, displays, dead storage, repair work, dismantling, or service of any kind including the service of motor vehicles permitted.
- I. All offstreet parking spaces, including all areas for maneuvering, shall be located solely on private property, and shall not use public property or public rights-of-way. Parked vehicles in offstreet parking areas shall be prevented from intruding on travel lanes, walkways, streets, buffer and screen yards, front yard parking setbacks, or adjacent properties by means of walls, curbs, wheel stops or other appropriate means.
- J. All offstreet parking areas shall be designed to provide safe and convenient circulation, in accordance with commonly accepted traffic engineering practices and subject to the review and approval of the Zoning Administrator in accordance with said engineering practices.
- K. All required paved spaces, access, and maneuvering areas shall be clearly marked and such markings shall be maintained.
- L. Except for single family dwellings, ingress-egress openings in concrete or asphalt or other curbing provisions, commonly referred to as "curb cuts" shall be regulated by the following requirements and may require the approval of the Asheboro Public Works Department or the North Carolina Department of Transportation, as applicable.
  1. The number of Curb Cuts and all other access points shall be limited to one cut on each street where a lot has less than 120 feet of street frontage, two cuts on each street where a lot has between 120 feet and 400 feet of street frontage, or three cuts on each street where a lot has 400 feet or more of street frontage.
  2. No **residential** curb cut shall be less than 12 feet in width or more than **16** feet in width. (4/6/00)
  3. Where two curb cuts are permitted for a single lot, a distance of no less than 36 feet shall separate them. Where three cuts are permitted for a single lot, no less than 100 feet shall separate the third cut from the other two. On streets maintained by the NCDOT, the 100-foot separation requirement may be reduced upon written approval by the NCDOT and in accordance with driveway permitting requirements.
  4. No curb cut or other access point shall be located closer than 36 feet to any street intersection. The intersection is determined by the intersecting point of the two street right-of-way lines (or such lines extended in the case of a rounded corner).
  5. Width of Commercial Driveway curbcuts: The width of commercial driveways measured parallel to the edge of traveled way and from edge of pavement to edge of pavement at the narrowest width shall be within the minimum and maximum limits specified. An urban driveway with two way operation shall have a minimum of 20 feet and a maximum of 36 feet. A two-way operation for rural driveways shall be within a minimum width of 20 feet and a maximum width of 50 feet. For one-way operation, a 12-foot minimum and 24 foot maximum apply for both urban and rural locations. These values are based on edge of pavement dimensions not including the width of gutter if curb and gutter section is proposed. (7/10/97)

409. Landscaping Standards for Offstreet Parking

- A. It is the intent of this Section to protect and promote the public health, safety, and general welfare by requiring the landscaping of parking areas which will serve to reduce radiant heat from surfaces, wind and air turbulence, noise, reduce the glare of automobile lights and ameliorate stormwater drainage problems and soil erosion; to reduce the level of carbon dioxide and return pure oxygen to the atmosphere; to provide shade; and to protect and preserve the appearance, character, and value of adjacent properties.
- B. Except for single-family dwellings, all required parking facilities, unless located entirely underground, shall meet the following minimum landscaping requirements:
  - 1. Parking facilities, unless located on or within a structure, shall be separated from the exterior walls of any structure by providing a grade separation of a minimum of 4 inches and a buffer strip at least four feet in width which shall be landscaped and covered with a ground cover or paved to be utilized as a pedestrian walkway. Paved grade separated pedestrian entrance ways or loading access ways as necessary to provide access to the structure are excluded from the landscape requirement.
  - 2. In addition to the required landscaping within the front yard setback (Section 308A) and as required in 1 above, all parking facilities designed for 10 or more vehicles (required spaces in stacking/waiting lanes shall be counted as spaces for determination of total required spaces) shall provide a minimum of 8.1 sq.ft. of landscaped area per parking space. Such landscaped areas shall contain at least 162 sq.ft. with no dimension less than 9 feet and shall be reasonably dispersed throughout the interior areas of the parking facility. Each landscaped area shall contain a canopy tree, ground cover and or mulch (see Appendix 1 for approved materials lists). 4/6/00
- C. In providing the vegetation required above, the retention of existing significant vegetation shall be encouraged.
- D. All landscaped areas shall be maintained in healthy and growing condition, dead or damaged materials shall be replaced, and areas shall be kept free of trash, refuse and debris.
- E. Prior to the issuance of a Certificate of Occupancy, required landscaping must be installed or its installation guaranteed as per Section 1006.

410. Required Offstreet Loading Space.

- A. Every use requiring the receipt or distribution, by vehicles, of materials and merchandise shall have one or more loading spaces for standing, loading and unloading on the same zoning lot. Loading space shall be sufficient to allow normal loading and unloading operations of a kind and magnitude appropriate to the property served. Required loading space shall be available for the loading and unloading of vehicles and shall not be used for the storage of vehicles or materials, or to meet offstreet parking requirements, or in conducting the use.

B. The requirements in Table 400-2 shall apply to new structures or additions to structures, and shall not be considered to make any existing structure nonconforming for lack of such offstreet loading.

**TABLE 400-2**

**Offstreet Loading Requirements**

<u>Land Use Classification</u>	<u>Space Requirements</u>
Office and hotel uses (larger than 1500 sq. ft.)	One loading space for every 10,000 square feet of floor area, up to a maximum of 5 spaces.
Industrial and commercial uses as follows:	Minimum number of loading spaces required:
Under 8,000 square feet	1 space
8,000 - 25,000 square feet	2 spaces
25,000 - 50,000 square feet	3 spaces
50,000 - 100,000 square feet	4 spaces
100,000 - Over square feet	5 spaces

411. Determination of Unlisted Uses.

For any land use which is not listed in Table 400-1, the Zoning Administrator, upon review of the proposed use, shall specify the required number of loading spaces to be provided, using generally accepted traffic engineering practices and standards.

412. Offstreet Loading Space Standards.

All offstreet loading spaces shall meet the following standards:

- A. Each required offstreet loading space shall have a minimum width of twelve feet and a minimum vertical clearance of sixteen feet above the finished grade of the space. The length shall be a minimum of thirty feet for local delivery and sixty feet for semitrailers. A maximum of two-thirds of the required loading spaces can be used for local delivery vehicles.
- B. Off-street loading spaces shall be located and arranged so that a semi-trailer truck shall be able to gain access to and use such spaces.

- C. Loading space shall not be permitted within any required yard setback or Buffer or Screening yard as established by this ordinance.
- D. All required loading space and necessary maneuvering space shall be paved and shall be maintained in a safe, sanitary, and neat condition.
- E. No loading space shall be located so that a vehicle using such space intrudes on or hinders the use of the public right-of-way, or adjacent properties.