

ARTICLE 4

PRIVATE ROADS AND OFF STREET PARKING

Section 4.1 Applicability

Except as may be provided elsewhere in this Code, any time a new building is constructed or any time any principal building or land use is enlarged or increased in capacity, off-street parking and/or loading spaces, as required by this Article, must be provided. If any land, structure, or use is changed from one use to another use which requires more off-street parking spaces and/or loading spaces, such additional parking and loading spaces must be provided.

Section 4.2 Private Roads

All private roads shall be built to the standards contained in the *Regulations for Dedication of Local Roads in the Town of Caneadea* as may be amended from time to time. All private roads shall be accessible by emergency vehicles in terms of road geometry and grade. Roads that are not built to the specifications of Town Roads shall have a notation on the plat map, or other formal notification in instances where there is no plat map, stating that such roads are not built to Town road standards, and therefore, cannot be dedicated to the Town. As part of the review of Special Use Permits and/or other discretionary reviews authorized in this Code, the Highway Superintendent shall approve the design of all private roads.

The Town's *Regulations for Dedication of Local Roads* provide some flexibility of road design for private roads, based on level of anticipated usage contained in the American Association of State Highway and Transportation Officials (AASHTO) standards for private roads. In some instances, travel lanes as wide as 10 feet (total road width of 20 feet) may be appropriate, in order to reduce the amount of impervious surfaces and to provide a more rural appearance to a development. Therefore, as long as the road design can be demonstrated to be accessible for emergency vehicles, the Planning Board may approve designs that have narrower lane widths than that which would be required for public roads, if it can be shown that the overall design and functionality of the proposed project would benefit.

Section 4.3 Parking Lot Standards

All parking lots shall be designed and constructed in compliance with the following standards:

A. Surfacing

1. Parking lots shall be designed to have a base that is adequate for the anticipated loading and soil conditions, as certified by the Project Engineer. With the exception of required handicap parking areas, parking lots shall be hard surfaced, at a minimum to be a double oil and chip surface. Handicap parking areas shall be surfaced with asphalt, concrete, or other similar smooth, hard, non-slip surface in addition to complying with *Americans with Disabilities Act (ADA)* standards. The Planning Board may waive the requirement for hard surfacing of the lot, upon the recommendation of the Town Engineer or Highway Superintendent, when unusual circumstances so warrant. Such circumstances include an

anticipated low volume of users and/or the necessity for less pervious surfaces to provide a reduction in runoff; however, such waiver of the pavement requirement shall not affect the usability of the parking lot.

2. The property owner shall maintain the parking lot in good condition; the parking lot shall be kept in an unobstructed and usable condition at all times.
3. Parking lots shall be designed to provide adequate, unobstructed access to a public or private road.

B. Grading

1. Parking lots shall be graded for proper drainage, with surface water diverted in such a way as to keep the parking area free of accumulated water or ice. Adequate curbs shall be installed to control drainage and direct vehicle movement. Parking lot drainage shall be controlled *on site* as approved by the Town. All drainage shall be controlled by a storm water management plan approved by the Town Engineer or Highway Superintendent.
2. Driveway access grades shall not exceed 10 percent in slope, and shall provide a minimum 20-foot staging or transition area at no greater than 2 percent slope beginning at the back of the curb where existing, or as otherwise approved by the Town Engineer or Highway Superintendent in anticipation of future road improvements.

C. Lighting

Parking lots shall be illuminated to the minimum necessary to provide for the safety of users of such lots. All lighting shall be designed, shielded, and installed in such that virtually all light falls onto the lot and does not spill over onto adjacent properties. Down shielded lights are preferred. Shorter light poles, which may necessitate more lights, are preferred to very tall light poles.

D. Parking in Structures

In addition to the other applicable requirements of this Article, parking within a fully enclosed parking structure, where the weather does not affect the availability of spaces, shall conform to the following requirements:

1. All parking spaces shall be a minimum of 9 feet wide by 18 feet long. However, the Planning Board may, at its discretion, allow a small number of parking spaces to be reserved for compact car parking; such compact spaces may be reduced in size proportionally.
2. All parking structures shall be reviewed for provision of adequate circulation and to ensure that each required space is readily accessible and usable. Column and wall locations shall be specifically addressed in terms of maneuvering and where automobile doors will swing open.

E. Outside Parking Lots

In addition to the other applicable requirements of this Article, parking in an outdoor surface lot shall conform to the following requirements:

1. All parking spaces shall be a minimum of 9.5 feet wide by 18 feet long. However, the Planning Board may, at its discretion, allow a small number of parking spaces to be reserved for compact car parking; such compact spaces may be reduced in size proportionally.

2. **Snow Storage:** Where parking availability will be affected by weather conditions and snow removal, the parking lot and site shall be designed to provide for adequate snow storage. At a minimum, the site plan shall include the following snow storage features:
 - a. Adequate, non-hard surfaced and landscaped snow storage areas shall be provided adjacent to each surface lot in a usable, readily accessible location.
 - b. Snow storage areas shall be on-site and the equivalent of 10 percent of the total hard surfaced area, including parking spaces, aisles, driveways, curbing, gutters, and sidewalks.
 - c. Landscaping shall be designed so as to accommodate snow removal and storage on-site. Shrubbery and other plantings that may be affected by piles of snow shall not be located in the snow storage areas.

F. Aisle Width

Drive aisles in parking lots, whether in structures or outdoors, shall be a minimum of 24 feet wide. Parking spaces shall be oriented at 90 degrees from the drive aisles. The Planning Board, at its discretion, may approve angled parking. If angled parking is approved, then the required width of the drive aisle may be reduced, upon the applicant's demonstration that the reduced width can adequately provide vehicular maneuvering space within the lot and that safety is not compromised by the reduction in aisle width. Angled parking shall be approved only for one-way drive aisles.

G. Design of Parking Areas for Use by More Than Four Vehicles

1. The design of parking lots for more than four vehicles shall conform to all applicable requirements of this Article. Parking lots shall be designed to provide adequate ingress and egress to a street or road.
2. All parking spaces in parking lots shall be independently accessible from a drive aisle. The lot shall be designed so that vehicles do not have to maneuver over sidewalks, adjacent streets or roads, or other parking spaces in order to access a parking space.
3. At the Planning Board's discretion, wherever a parking lot or driveway to a parking lot abuts a residential use, a substantial light-tight fence constructed of natural materials not less than four or more than six feet high shall be constructed and maintained in a location that provides an adequate visual buffer to the adjacent property. An earth berm, of the same height, may be substituted for the fence where adequate area exists.

Section 4.4 Tandem Parking

A. Tandem parking is permitted for detached single family dwellings and duplexes.

B. For attached single family homes (such as townhouses or condominiums), one tandem parking space per unit may be permitted in a driveway in front of a garage, provided that the following criteria are met:

1. The Home Owners Association Offering Plan or similar document shall require that the garage shall be available for parking (not used for storage or converted to some other use) in order for the space in the garage to be counted toward the total amount of required parking.
2. Adequate storage area, as determined by the Planning Board, is available in the dwelling unit to ensure that the garage does not become used for storage.

3. The site design conforms to the 24 foot driveway length described below.
- C. Wherever tandem parking is permitted there shall be a minimum distance of 24 feet in the driveway between the garage wall (or edge of parking area furthest from the right of way line if there is no garage) and the sidewalk, curb, or right of way line, whichever is closer to the building wall, in order to provide adequate parking space for the vehicle without encroaching onto the sidewalk or right-of-way.
 - D. Tandem parking may not include more than two cars in depth, and shall not require occupants of separate dwellings to park behind one another.

Section 4.5 Off-Street Parking Requirements

A. General Standards

The standards listed in this section are the minimum required; the Planning Board may require additional parking after site specific review, based on the anticipated usage of a particular project. Any parking lot designed for twenty (20) or more spaces shall be reviewed by the Planning Board for approval prior to construction. At Planning Board discretion, public parking in the vicinity may count toward required spaces for commercial use.

B. Minimum Off-Street Parking Requirements for Non-Residential Land Uses

Golf course, tennis court, ski areas and similar commercial recreation facilities	As determined by the Planning Board, after a recommendation by the Town Engineer or Highway Superintendent, who shall base the recommendation on the hourly capacity and the location of the facility with respect to transportation services (including private shuttle services) and pedestrian access.
Bulk merchandise retail	1 space per 1000 sq. ft. of gross establishment floor area
General retail establishment, service retail establishment	3 spaces per 1000 sq. ft. of gross floor area
Shopping centers or complexes	3 spaces per 1000 sq. ft. of gross of multi-tenant retail spaces floor area
Offices	1 space for each 500 sq. ft. of gross personal service establishment floor area
Medical and dental clinics	5 spaces per 1000 sq. ft. of gross floor area
Restaurants and bars	1 space for every 4 seats plus staff parking
Wholesale establishments	1 space per 1000 sq. ft. of gross floor area
Hospitals, schools, civic	As determined by Planning Board, after a buildings recommendation by the Town Engineer or Highway Superintendent, which shall be based on site specific review of anticipated numbers of employees, patrons, and/or visitors that can be reasonably anticipated.
Home occupations	As determined by Planning Board, after a recommendation by the Town Engineer or

	Highway Superintendent, which shall be based on the anticipated level of use for the specific occupation that is proposed, plus 2 spaces for the residential use of the property.
Other uses not listed	As determined by the Planning Board, after a recommendation by the Town Engineer or Highway Superintendent.

C. Minimum Off-Street Parking Requirements for Residential and Quasi Residential Land Uses:

Detached Single Family Dwelling	2 spaces per residential unit
Bed & breakfast establishment	1 space per room rented, plus 2 spaces for the single family dwelling
Accessory apartment	1 space for the accessory apartment, plus 2 spaces for the single family dwelling
Hotels, motels, and inns	1 space per guest room, plus 1 space for every 3 employees

D. Parking for Multiple Family Dwellings and Attached Single Family Homes (townhouses and condominiums) Shall be Provided Based on Size of the Units, as Follows:

Studio, not to exceed 1000 sq. ft.	2 spaces/unit
One bedroom, not to exceed 1000 sq. ft.	2 spaces/unit
Two bedroom, not to exceed 1500 sq. ft.	2.5 spaces/unit
Units between 1500 sq. ft. and 2500 sq. ft.	3 spaces/unit
Units over 2500 sq. ft.	Planning Board will determine case by case

Loft areas shall count as a bedroom for purposes of computing required number of parking spaces. In addition to parking spaces per unit, multiple family dwellings and attached single family home developments shall provide one visitor parking space per every four units.

E. Waiver of Parking Requirements

The Planning Board may reduce the minimum parking requirement, after site specific review, based on the anticipated usage of a particular project, if the applicant demonstrates that the minimum parking standards are not necessary in this particular instance. Particularly where different types of land uses are served by the same parking lots, evidence of shared parking may be used to reduce the total parking requirement. If the required number of parking spaces is reduced, that land area shall be devoted to open space, not to increase the intensity of the development.

F. Calculation of Spaces

Fractions of 0.5 and higher shall be rounded up to require an additional parking space.

G. Driveway Setback from Property Lines

All driveways must be set back at least ten feet from the property line of any adjacent parcel. However, when a driveway is shared between adjacent parcels, this setback requirement may be waived by the Planning Board as part of Site Plan Review.

Section 4.6 Off-Street Loading Space

- A.** For every use that involves the receipt or distribution of materials or merchandise by vehicle, there shall be provided and maintained adequate space for standing, loading, or unloading services off the street or road.
- B.** All such loading areas or docks shall be so located that no vehicle loading or unloading merchandise or other material shall be parked in any required front yard, sidewalk or pedestrian access, or in any public or private road.
- C.** When any loading dock or area is constructed adjacent to a residential use, said loading dock or area shall be screened from the adjoining property, either by landscaping and/or fencing.