

Chapter 10. PARKING

10.1 Purpose and Intent

In order to provide adequate service for the parking of motor vehicles and bicycles, the City has enacted the following standards to regulate the construction, expansion, and renovation of parking lots and similar facilities.

10.1 Purpose and Intent
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In addition, this chapter is guided by and intends to fulfill the following policy directives of the *Salisbury Vision 2020 Comprehensive Plan*:

- *On-street parking shall be encouraged in compact neighborhoods.*
- *Neighborhood-serving businesses shall employ on-street parking in coordination with a limited number of off-street parking spaces.*
- *New, large-scale, commercial development shall connect adjacent parking lots.*
- *The provision of secure bike storage shall be encouraged at shopping and work places.*

10.2 General Parking Provisions

- A. District Exceptions:** All uses located within the DMX, LI, and HI districts are exempt from Sec. 10.3 (Required Vehicle & Bicycle Parking). However, if vehicle parking is voluntarily provided in the DMX district, then the corresponding number of bicycle spaces shall be provided and all other applicable provisions shall apply.
- B. On-Street Parking:** Where on-street parking is permitted, the on-street spaces adjoining the development site may count toward the minimum parking requirement. This provision does not apply for single-family dwellings.
- C. Multi-Tenant Development:** A development with multiple tenants shall provide the aggregate number of parking spaces required for each separate use. When the site is developed as a planned integrated development with non-reserved shared parking that is calculated based on off-set peak hours of operation, the applicable approval authority may consider such a proposal. The shared parking calculations shall be detailed in the site data table of the applicable Master, Major, or Minor Site Plan.
- D. Accessibility:** Parking for the disabled shall be provided in accordance with the North Carolina State Accessibility Code.
- E. Parking Reductions for Housing for the Elderly & Disabled:** The Administrator may authorize a reduction in off-street parking requirements for multifamily dwellings (including duplexes and multifamily buildings of 4 or more units) to no less than three (3) off-street parking spaces for each four (4) dwelling units or fraction thereof provided that:

1. The design for off-street parking shall indicate compliance with the requirements for residential uses; however, only that amount of space need be developed as required by the Administrator as provided by this section.
2. All the dwelling units in a specific development shall include those features accommodating occupancy by the elderly. For example, the dwelling units and access to them shall include, but not be exclusively limited to, such structural features as ramps, low-rise steps, grab bar, and handrails.
3. Should any unit be occupied by non-elderly people, other than spouse or dependent of an elderly person, that unit shall be excluded from the computation for off-street parking for the elderly as authorized by the Administrator and shall be provided with off-street parking as required for the residential use classification in Section 10.3.

F. Structure Parking

1. In all districts where a parking structure is located, it shall be screened in such a way that cars are not visible from the street. In the DMX district, the ground level of a parking structure shall contain or be wrapped by retail, office or some other non-residential use along at least the primary façade.
2. Parking structure street facades shall be treated with high quality materials and given vertical articulation and emphasis compatible with the principle structure. The façade shall be designed to visually screen cars.
3. The location of off-street bicycle parking in parking structures is highly encouraged. Where bicycle parking is located in a parking structure, it shall be located on the level closest to the street and/or a primary building entrance.

10.3 Required Vehicle and Bicycle Parking

Use Type	Vehicle Parking Spaces		Bicycle Parking Spaces ^(b)
	Minimum Required ^(a)	Maximum Permitted ^(a)	
Residential	1 per bedroom up to 2 per unit		5% ^(c)
Lodging	1 per room or suite		2%
General Office / Business or Personal Service	2 per 1000 ft ²	5 per 1000 ft ²	5%
Medical/Dental Office	3 per 1000 ft ²	5 per 1000 ft ²	5%
Retail	2 per 1000 ft ²	5 per 1000 ft ²	5%
Restaurant/Bar	2 per 1000 ft ²	20 per 1000 ft ² of dining area	5%
Entertainment / Recreation / Fitness	2 per 1000 ft ²	6 per 1000 ft ²	5%
Theater	1 per 3 seats		5%
Manufacturing / Wholesale / Storage	2 per 1000 ft ²		2%
Civic / Institutional	2 per 1000 ft ²		5%

(a) All square footage calculations are gross interior floor area.

(b) Required bicycle parking spaces are based on the indicated minimum percentage of vehicle parking spaces provided. A single “inverted U” bicycle parking rack will count as two (2) bicycle parking spaces. The minimum number of bicycle parking spaces per use, when required, is two (2) or one rack and the maximum number of required bicycle spaces shall be 20 or 10 racks.

(c) Bicycle parking is required for multi-family dwellings of only more than 4 units per building

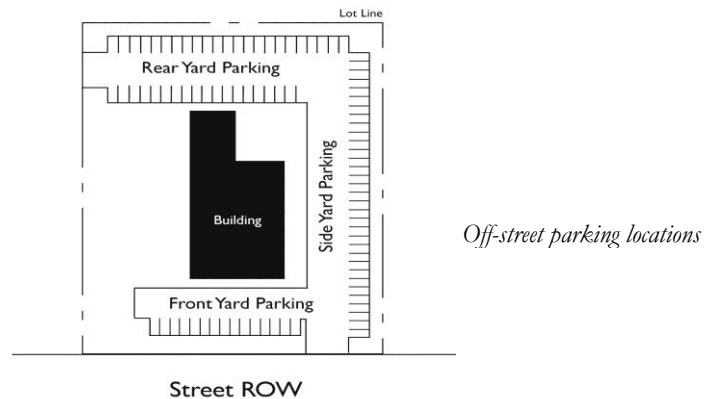
10.4 Off-Street Parking Area Design Provisions

Off-street parking areas should be designed to minimize breaks in the pedestrian network along public streets and create safe and comfortable passage for pedestrians. Off-street parking or storage shall be provided on every lot, an abutting lot of the same ownership, or directly across any street or alleyway of the same ownership. A Certificate of Occupancy shall not be issued upon completion of any building or group of buildings unless and until all off-street parking and loading requirements, shown upon the plans or required by the zoning Ordinance, are in place and ready for use.

A. Location of Off-Street Parking Area as Permitted by Building Type

		Public Landmark	Institutional	House-Street	House-Alley	Townhse-Street	Townhse-Alley	Apartment	Mixed-Use	Commercial	All Other Structures
T1	OSP	V	V	V	-	-	-	-	-	-	-
T2	RR	V	V	V	-	-	-	-	-	-	-
T3	GR	-	III	III	II	III	II	-	-	-	-
	HR	II	II	III	II	-	-	-	-	-	-
T4	UR	-	II	III	II	III	II	-	-	-	-
	RMX	-	II	III	II	III	II	IV	II	IV	-
T5	NMX	-	II	-	-	II	I	II	II	II	-
	CMX	-	II	-	-	III	II	II	II	IV	-
T6	DMX	I	I	-	-	-	-	I	I	I	-
	HB	-	V	-	-	-	-	V	-	V	V
	LI	-	-	-	-	-	-	-	-	V	V
	HI	-	-	-	-	-	-	-	-	V	V
	HS	-	V	III	II	III	II	II	-	II	-
	IC	II	V	III	II	-	-	-	-	-	-
	MHD	-	III	III	-	III	-	-	-	-	-
	TND	II	II	III	II	III	II	II	II	II	-

- I Rear Yard Only
- II Side and Rear Yards Only
- III Front Yard Limited to Prepared Surfaces Only
- IV Front Yard Limited to Two Rows Only (one drive aisle with two bays)
- V Unrestricted



B. Off-Street Parking Access Aisle and Parking Stall Dimensional Standards

Angle of Parking (degree)	Access Aisle Width (feet)		Parking Stall ^(a,b) (feet)	
	2-Way (min.)	1-Way (min.)	Width (min.)	Length (min.)
90	24	20	9	18
60	18	18	9	18
45	Prohibited	15	9	18
30	Prohibited	12	9	18
0 (parallel)	20	10	8 ^(c)	22

- (a) Dimensional standards not including dimensions for Accessible parking stalls
- (b) Compact Parking stalls measuring 8'6" x 18' may be provided and shall not exceed 20% of the total required parking. All compact stalls shall be marked for compact vehicles only
- (c) Dimension measured from the face of the curb and may include the gutter

C. Off-Street Parking Area Surfaces by Building Type

1. **Industrial Development:** Although Building Types are not applicable for LI or HI districts, areas designated for parking, truck movement, and loading shall be on prepared surfaces only. Prepared surfaces include any dust-free material.
2. **Public Landmark, Institutional, Townhouse, Apartment, Mixed-Use, and Commercial:** Areas designated for required parking shall be on paved surfaces only. Paved surfaces include concrete, asphalt, brick, or other similar paving material as approved by the City Engineer.
3. **House:** Areas designated for parking shall be on prepared surfaces only. Prepared surfaces include concrete, asphalt, brick, gravel (minimum four (4) inches thick), or other similar dust-free materials, but shall not include yard areas, dirt, or mulch.

D. Circulation and Maneuvering:

1. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, utility, and other public service vehicles without posing a danger to pedestrians or impeding the function of the parking area.
2. Except for dwellings in a House building type with separated parking areas and driveways, parking and maneuvering areas shall be arranged to allow vehicles to enter and leave the premises or parking area in a forward motion.

E. Encroachment: Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility, or other structure.

- F. **Overflow Parking:** Overflow parking is when the number of provided parking spaces exceeds the maximum permitted ratio. This overflow parking shall be constructed of any dust-free compacted, pervious ground cover, and the owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition.

10.5 Bicycle Parking Provisions

Bicycle parking is required to encourage the use of bicycles for personal transportation and to provide for bicycle access to employment, retail, and other destinations.

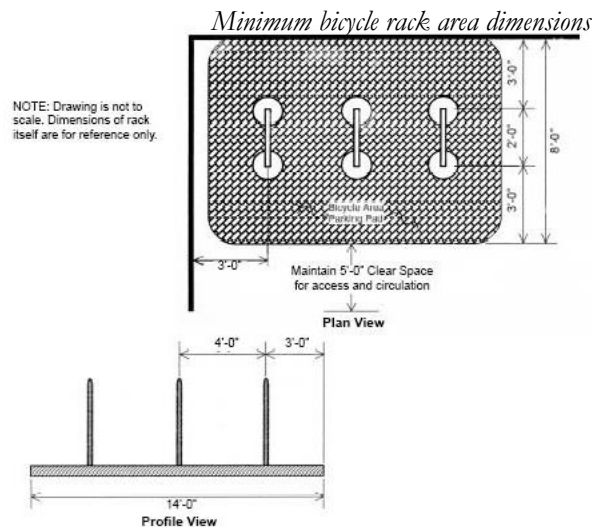
- A. **Required Racks:** Where bicycle racks are used, “Inverted U” type racks or other racks that support the bicycle at two points on the bicycle frame are required.



“Inverted U” bicycle rack

- B. **Rack Siting and Dimensions:**

1. Racks shall be secured to the ground on a hard surface such as concrete, asphalt or unit pavers.
2. Each bicycle parking space shall provide six feet by two feet (6' x 2') in area per bicycle plus the area needed for access.
3. Bicycle parking shall be located no closer than three (3) feet from any wall to provide adequate space for access and maneuvering.



4. At least four (4) feet between parallel racks shall be provided for access.
5. Bicycle racks installed on sidewalks should provide for a clear, unobstructed width of at least five (5) feet for pedestrians and should be installed at least three (3) feet from the face of curb.
6. Bicycle racks shall be placed a minimum of four (4) feet from existing street furniture (i.e. mailboxes, lightpoles, benches) and be no closer than twelve (12) feet from the edge of fire hydrants.

7. Racks should be placed along a major building approach line and clearly visible from the approach and no more than 50 feet from building entrances or no further than the closest motor vehicle parking space, whichever is less. Rack placement should allow for visual monitoring by people within the building and/or people entering the building.
8. If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main entrance indicating the location of the parking.
9. Uses with several major, actively used entrances shall locate a portion of the required bicycle parking at each entrance.

10.6 Parking Lot Connections

Required parking lot connections shall apply to new development and additions to existing development (see Sec. 6.4 of this Ordinance). Where a connection stub has been provided by an adjoining development, connection shall be made with that existing stub. Reserve strips are expressly prohibited per Sec. 6.2 of this Ordinance, and no other provision of this Ordinance shall prevent a required connection from being provided.

- A. Where a connection is required, a minimum of two (2) connection stubs shall be provided to adjoining property; however, if the subject site accesses two (2) or more streets, only one (1) interlot connection stub shall be provided to adjoining property.
- B. Where a connection is required and an alley abuts the subject site, a minimum of one (1) connection to the alley shall be provided and no other interlot connection stubs shall be required.
- C. Where a connection is required or provided, the connection shall be made in the rear if rear parking is provided.

D. Table of Required (R) & Optional (O) Parking Lot Connections

	RMX-Res	RMX-NonRes	NMX	CMX	DMX	HB	LI/HI	HS/IC	TND
RMX-Res	R	R	R	O	R	O	O	O	O
RMX-NonRes	R	R	R	R	R	O	O	O	O
NMX	R	R	R	R	R	O	O	O	O
CMX	O	R	R	R	R	R	O	O	O
DMX	R	R	R	R	O	O	O	O	O
HB	O	O	O	R	O	R	O	O	O
LI/HI	O	O	O	O	O	O	O	O	O
HS/IC	O	O	O	R	O	O	O	R	O
TND	O	O	O	O	O	O	O	O	R

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