

## ARTICLE 12

### OFF-STREET PARKING, STACKING, AND LOADING AREAS

#### 12.1 Off-Street Parking, Stacking, and Loading Space Required

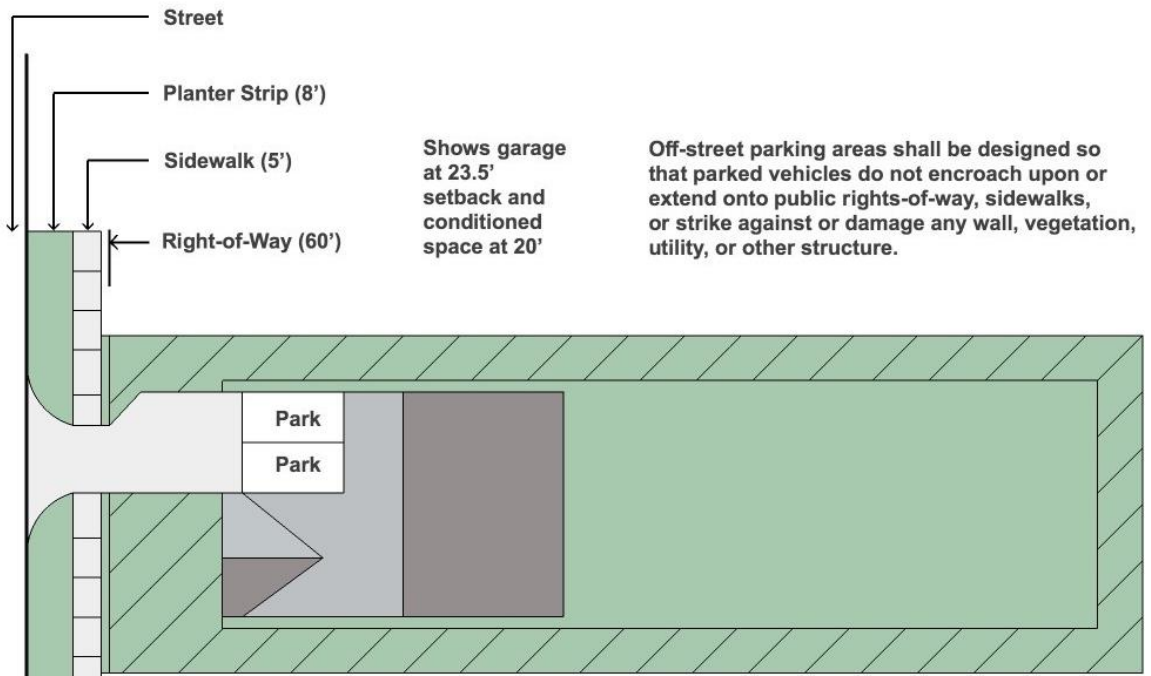
When any building or structure is erected, modified, and/or enlarged the requirements of this Section shall be met. For enlargements, modifications, or increase in capacity, the requirements of this Section shall apply only to such enlargements, modifications or increases in capacity. In cases of mixed occupancy, the minimum number of off-street parking and loading spaces shall be the cumulative total of individual use requirements unless otherwise specified.

#### 12.2 Paving and Maintenance

All parking, stacking, and loading facilities shall be permanently paved and maintained by the owners or occupants as long as the use they serve exists, except as provided in section 12.3 herein.

#### 12.3 Standards for Parking in Residential Districts

12.3-1 Medium and Low-Density Lots. To enable emergency access to occupant area on *Lots of Record* equal to or greater than sixty (60) feet in width, but less than 120 feet in width, established after January 1, 2024, minimum required off-street parking space(s), whether enclosed or not, shall be recessed at least 3.5 feet behind the primary front plane of the Conditioned Space of a residential structure. (Ex. SFR-3)



- 12.3-2 High Density Lots. To reduce traffic conflicts with vehicles operating in reverse and enable emergency access to occupant area on *Lots of Record* less than sixty (60) feet in width, *alley* access by a “*privately maintained public access and utility easement*” is required where on-site parking is provided except as provided in Section 12.3-4 below. *Existing Lots of Record* are exempt.
- 12.3-3 Front or Side Entry Parking on High Density Lots. To enable emergency access to occupant area on *Lots of Record* less than sixty (60) feet in width, attached and detached single-family homes may be permitted to have front or side entry parking access if the following conditions are met:
- (1.) Driveways connected to the street shall be a minimum of 47’-0” apart, as measured at the right-of-way line. *Existing Lots of Record* are exempt.
  - (2.) For attached single-family homes, the minimum required off-street parking space(s), whether enclosed or not, may not abut one another unless connected to a privately maintained public access and utility easement.
  - (3.) Single or double bay side-loading off-street parking spaces, whether enclosed or not, shall be permitted for the end unit of an attached house provided the minimum required off-street parking space(s), whether enclosed or not, is recessed at least 1.5 feet behind the primary plane of the conditioned space of a residential structure.
- 12.3-4 Parking on Residential Streets. Parking is allowed along all residential streets in accordance with the adopted street parking schedule, except designated bike lanes, within eight (8) feet of a driveway apron, within 15 linear feet of a fire hydrant, and areas specifically signed for no parking.
- 12.3-5 No Minimum Parking Requirements Met in Right-of-Way. In no case shall minimum required off-street parking spaces(s), whether enclosed or not, extend into the public right of way, or into an easement for a public sidewalk on private property.
- 12.3-6 Driveways to Residential Lots. Driveways providing vehicular access to residential lots shall be not less than twelve (12) feet and no greater than twenty-two (22) feet in width at the right of way and across sidewalks in the public right-of-way.
- 12.3-7 On-Street Parking Meeting Residential Parking Requirement. On-street parking at the lot front may not be counted toward all or part of the minimum parking requirement of a dwelling unit.
- 12.3-8 Location of Parking Structures/Garages. Detached accessory structures used for parking motor vehicles may only be placed in accordance with Sections 2.10-2 (structures), 2.10-9 (encroachments), 2.13-1 (relationship to principle structures) and of this Ordinance.
- 12.3-9 Storage of Vehicles on Street. Vehicles shall not be parked on the street for extended periods such that they appear to be stored on the street. The *Planning, Zoning &*

*Subdivision Administrator*, at their discretion, may require removal of vehicles that appear to be stored on the street in the interest of protecting the public safety and welfare.

12.3-10 Parking of Commercial Vehicles. Vehicles used primarily for commercial purposes and with more than two axles are prohibited from parking on streets, or within the required front, side and/or rear yard setback on private property in Single-Family Residential Districts (SFR-1, SFR-2, or SFR-3). This shall not be construed as preventing the temporary parking of delivery trucks, moving vans, service vehicles, and similar vehicles which deliver goods or services to the premise.

12.3-11 Parking of Unlicensed Vehicles. Provisions for parking unlicensed vehicles in residentially zoned districts shall be as follows.

- (1.) No more than two (2) motor vehicles that do not have a current, valid license plate and are not fully enclosed in a permanent structure shall be permitted outside on any premises, provided such vehicles are registered to the occupant of the premises or immediate family member of the occupant as the record title of the vehicle.
- (2.) No unlicensed motor vehicle shall be permitted outside of any premises (i.e., on the street).
- (3.) Vehicles described in paragraphs (1) and (2) are not permitted to be located within any established setback or any established side yards which abut a street or any required side yards as mandated by these regulations or any street right-of-way. If stored in the rear yard, the vehicle(s) must be a minimum of five (5) feet off the rear property line.
- (4.) Vehicles described in paragraphs (1) and (2) are not permitted on vacant or undeveloped parcels.
- (5.) Vehicles described in paragraphs (1) and (2) are not permitted on public streets or public right of way.

#### **12.4 Access**

All parking, stacking, and loading facilities shall have paved vehicular access to a public street in accordance with Article 2, Section 2.17 of this Ordinance. Exception is made for paving driveways in the Agricultural (AG) district beyond the public road right-of-way.

#### **12.5 Use for No Other Purpose**

Land used to provide required parking, stacking, and loading shall not be used for any other purposes, except for temporary events. Use of land designated for and providing parking, loading, and/or stacking for other purposes shall be considered a violation of this Ordinance and subject to the penalty provisions of Article 23.

## **12.6 Requirements for Change in Use**

If a change in use causes an increase in the required number of off-street parking, stacking, or loading spaces, such additional spaces shall be provided in accordance with the requirements of this Ordinance; except that if the change in use would require an increase of less than five percent (5%) in the required number of parking spaces or fewer than five (5) spaces, no additional off-street parking shall be required.

## **12.7 Accessible Spaces**

Accessible spaces for the physically handicapped shall be provided as required by the North Carolina Building Code.

## **12.8 Bicycle Parking**

All non-residential uses, except agricultural and agriculturally based businesses, and all multi-family residential uses, including condos and townhomes with shared parking, shall include bicycle parking spaces in the amount, at a minimum, equal to 5% of the parking spaces required for automobiles. This area may be a designated parking space within the parking lot near the building or an area outside the parking lot adjacent to the building. The bike parking area must include bike rack(s) and/or locker(s).

## **12.9 Overflow Parking**

Off-street areas used for special event parking (to accommodate occasional overflow volumes) may be used with pervious ground cover where such cover can sustain the traffic and use volumes; but if not, these areas shall be constructed of any dust-free, compacted, pervious ground cover where levels of use exceed the pervious material's capability to maintain a dust free condition. The owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition. Grass and mulch are examples of pervious ground cover; gravel and pavement are examples of impervious surfaces.

## **12.10 Parking of Over Size Vehicles in Residential Districts**

In order to maintain both safety and the visual appeal of residential areas, over size vehicles such as recreational vehicles (RV's), watercraft and accessories, towing trailers, and commercial vehicles, as per Section 12.3-9, shall not be parked or stored on the street, or within the required front, side and/or rear yard setback on private property in Single-Family Residential Districts (SFR-1, SFR-2, or SFR-3). RVs shall be licensed motor vehicles in order to be occupied and remain on a lot for up to thirty (30) days, but not more than twice per year.

## 12.11 Off-Street Parking Lots and Access Areas for Non-residential Development

Off-street parking is required to meet the needs of the employees, clients, and/or customers of the principal use. Due to the potential for parking areas to use a large percentage of a development site, efforts should be made to accurately estimate the parking needs of the principal use. Strategies such as shared parking and remote parking should be used to maximize the use of existing parking available in the area in which a use is to be located. Parking areas shall be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. The following standards shall therefore be met.

12.11-1 Location of Parking Lots. Parking lots shall be placed behind buildings where practical; persons who wish to vary from this standard will have to appeal to the *Planning, Zoning & Subdivision Administrator*. Side of the building parking will be permitted only as indicated by Building Type and shall be measured along the build-to line. Off-street parking is not permitted in front of the primary building facade, except where specified in an adopted street section, detailed as a public plaza, or as approved by the *Planning, Zoning & Subdivision Administrator* as part of site plan review and approval.

12.11-2 Limitation on Uninterrupted Areas of Parking. Uninterrupted areas of parking lot shall be limited in size. Large parking lots shall be broken by buildings and/or landscape features. See Figure 12.11-2 below:



Figure 12.11-2: Example of parking lot broken up by landscaping.

12.11-3 Enclosure of Parking Lots. Parking lots shall be enclosed by tree planting and/or building walls(s). Plantings shall be in accordance with the provisions of Article 11, see 11.6-4. For small lots (thirty-six spaces or less), landscaping shall be required at the perimeter; for large lots (more than thirty-six spaces), landscaping shall be at the perimeter and placed to break the lot into parking areas of no more than thirty-six spaces.

- 12.11-4 Pedestrian Corridors. Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. On small lots, this may be achieved by providing a sidewalk at the perimeter of the lot. On larger lots, corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the building(s). These corridors should be delineated by a paving material which differs from that of vehicular areas and planted to provide shade and an edge. Small posts or bollards may be used to define/protect the pedestrian corridors. The minimum width of the sidewalk or pedestrian corridor shall be five (5) feet, with vehicle encroachment calculated as extending two (2) feet beyond curb or wheel stop.
- 12.11-5 Driveway Width. To maintain pedestrian comfort and calm the speed of entering traffic, driveways to parking areas shall be no less than twelve (12) feet and no wider than twenty-four (24) feet in width measured at the public street right-of-way and across sidewalks within said r/w. Driveways connecting to state roads shall meet the requirements of the NC Department of Transportation.
- 12.11-6 Interconnection of Parking Lots. To the extent practicable, adjoining parking lots serving non-residential buildings shall be interconnected. When vehicular connections are not practical, pedestrian walkways shall be provided to enable pedestrian connections between parking lots.
- 12.11-7 Paving of Parking Lots. All commercial driveway and parking areas shall be paved with asphalt, concrete, pervious pavement and/or pavers, or brick pavers except for areas used for overflow, special events, and peak parking. Any non-paved surface used for overflow, special events, and peak parking that cannot be maintained with healthy, living turf grass or similar ground cover shall be paved with asphalt, concrete, pervious pavement and/or pavers, or brick pavers. Paving shall not be required for.
- (1.) Overflow parking facilities for religious institutions, private clubs, lodges, or other similar nonprofit organizations.
  - (2.) Parking areas for agricultural uses in the Agricultural (AG) District.
  - (3.) Parking areas for manufacturing and industrial uses in the Industrial (IND) District provided they are constructed with an all-weather surface.
  - (4.) Parking areas for tracked heavy construction equipment, skid-mounted equipment and similar equipment, provided they are constructed with an all weather surface.
- For paved parking areas, curb and gutter or an equivalent drainage system shall be provided along the periphery of the parking lot, except where it is determined by the *Planning, Zoning & Subdivision Administrator* that such system is not practical for storm drainage and/or water quality purposes. Access drives shall be paved and maintained free from defects from the curb-line to a point at least ten (10) feet beyond the public right-of-way line for all parking and loading facilities, whether paved or unpaved.

- 12.11-8 Minimize Dust and Erosion. All parking areas shall be graded, properly drained, stabilized, and maintained to minimize dust and erosion.
- 12.11-9 Marking of Parking Spaces. All parking spaces and stacking lanes shall be clearly identified with paint lines, bumper guards, curbs, or similar treatment.
- 12.11-10 Wheel Guards or Curbs Required. All parking spaces abutting the perimeter or a landscape island shall be provided with wheel guards or curbs located so that no part of the parking vehicle will extend beyond the property line or encroach into a required planting area.
- 12.11-11 Reduction in Number of Spaces. Unless there is a change in use requiring a lesser number of spaces, the number of spaces shall not be reduced below the minimum requirements of this Article except as provided for in Section 12.6 (Requirements for Change in Use).
- 12.11-12 Parking Space Dimension. The minimum size for 90-degree parking spaces shall be 9 feet by 18 feet as shown in the *Marvin Technical Standards & Specifications Manual*.
- 12.11-13 Plug-in Electric Vehicle (PEV) Charging Stations. Hotels and/or motels shall provide PEV charging stations within designated parking spaces for a minimum number equal to four percent (4%) of all guest rooms. Restaurants shall provide a PEV charging station within a designated parking space.
- 12.11-14 Lighting and Illumination. All light fixtures (freestanding, flood, or any other form of light fixture) shall be provided with full cut-off fixtures, visors, or any other suitable directional control to direct light either downward or directly on the appropriate building. Wall pack lighting is not permitted.

No light fixture shall create any glare or spillover lighting effects on any residential properties or streets.

Freestanding light fixtures along all public residential street systems and all internal privately maintained street systems shall not exceed nineteen feet in total mounted height and shall consist of a decorative fixture that shields the source of light away from neighboring properties. Residential streets shall utilize the Open Traditional design with LED fixture mounted on a 12' black finished type "A" fiberglass pole.

Lighting located within parking lots may not exceed thirty-three feet in total mounted height. Parking lot lighting shall consist of a fixture that shields the source of light away from neighboring properties and direct the illumination to the ground's surface.

Lighting installations may include timers, dimmers, and /or sensors to reduce overall energy consumption and unnecessary lighting.

Lighting levels for canopies and awnings of commercial facilities shall be adequate only to facilitate the activities taking place in such locations and shall not be used to attract attention to the businesses. Lighting fixtures mounted on canopies shall be recessed so that the light's lens cover is recessed or flush with the bottom surface (ceiling) of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained. Canopies shall be constructed of non-light-emitting material.

**12.12 Off-Street Parking Requirements and Bicycle Alternative as an Incentive**

While on-street parking can contribute substantially to everyday parking needs, sufficient off-street parking must also be provided to serve the particular needs of the building(s). The following minimum and maximum requirements for off-street parking are set forth in Table 12-1 to ensure the provision of adequate off-street parking while preventing the development of parking areas that are under used.

Minimum required parking spaces can be reduced by twelve percent (12%) where fully enclosed bicycle lockers are provided on a one-for-one exchange ratio, except for single family detached dwellings.

For any use not specifically listed in Table 12-1, the parking, stacking and loading requirements shall be those of the most similar use characteristic.

**Table 12-1**

<b>Type of Land Use</b>	<b>Off-street Parking Spaces to be Provided:</b>	
	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
<b><u>Residential</u></b>		
Accessory dwelling unit	1	2
Dwellings, multi-family with 2 bedrooms or less	1.5 per unit	2 per unit
Dwellings, multi-family with 3 bedrooms or more	2.5 per unit	3 per unit
Dwellings, attached age restricted	0.75 per unit	1.5 per unit
Dwellings, single-family detached and attached with 2 bedrooms or less	2 per unit	not applicable
Dwellings, single-family detached and attached with 3 bedrooms or more	3 per unit	not applicable



<b><u>Public Facilities/Institutions</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
Ambulance services, fire stations, police stations	1 per employee on largest shift	not applicable
Family care homes, group homes, including Assisted living /Adult care/Child care/Nursing/Shelter facilities	1 per employee on largest shift, plus 1 space per 6 clients	not applicable
Churches, Synagogues, and places of worship	1 space for each 5 seats or each 40 sq. ft. of floor area available for movable seats	1 space for each 3 seats or each 30 sq. ft. of floor area available for movable seats
Civic facilities	1 per 350 sq. ft.	1 per 250 sq. ft.
Colleges and universities	1 per 3 employees, plus one space per 3 full-time students not residing on campus	1 per 1 employee, plus one space per each 1 full-time student not residing on campus
Hospitals	1 per 4 in-patient or out-patient beds plus 1 space per 2 employees on largest shift	1 per 3 in-patient or out-patient beds plus 1 space per 1 employee on largest shift
Medical, dental, or related offices	1 per examining room plus 1 space per 2 employees	1.3 per examining room plus 1 space per employee
Schools (kindergarten, elementary, middle, and high)	1 per 0.5 classrooms, plus 1 space per 5 students for high schools	1 per 0.33 classrooms, plus 1 space per 4 students for high schools

<b><u>Office, Business, and Industrial Uses</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
Banks & financial institutions	1 per 350 Sq. ft. gross floor area	1 per 200 sq. ft gross floor area
Barber shops and salons	1 per 0.5 operator stations, plus one space per 2 employees on shift of greatest employment	1 per 0.33 operator stations, plus one space per 2 employees on shift of greatest employment
Batting cages, driving ranges, miniature golf, shooting ranges	1 per 1.5 cages, tees, or firing points	1 per 1 cage, tee, or firing point
Bed and breakfast establishments, tourist home, boarding house	1 per room, plus 1 space for the resident manager/owner and 1 for each employee	not applicable
Car wash (full service)	2 spaces in manual drying area plus 1 space per 2 employees on shift of greatest employment plus stacking for 20 vehicles	3 spaces in manual drying area plus 1 space per employee on shift of greatest employment plus stacking for 30 vehicles
Car wash (self service)	1 stacking spaces per wash bay	not applicable
Clubs, lodges	1 per 350 sq. ft.	not applicable
Convenience stores with gas pumps	1 per 350 sq. ft. (spaces at gas pumps are not recognized as parking spaces)	not applicable
Delivery services	1 per 2 employees on largest shift plus 1 per vehicle used in operation	not applicable
Drive through (not otherwise classified)	1 per 2 employees plus stacking for 3 vehicles at each window or machine	not applicable
Equipment rental and leasing	1 per 350 sq. ft.	not applicable

<b><u>Office, Business, and Industrial Uses</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
Flea markets; open air sales	1 per 0.5 acre of site area plus 1 per 2 employees on largest shift	not applicable
Funeral establishments	1 per 4 seats of largest public room	not applicable
Furniture sales, floor covering sales	1 per 1500 sq. ft. gross floor area	not applicable
Health and fitness facilities, similar indoor recreation	1 per 200 sq. ft.	not applicable
Hotels and motels	1 per 2 guest rooms, plus additional spaces as required for other uses within the hotel/motel	1 per 1 guest room, plus additional spaces as required for other uses within the hotel/motel
Kennels or pet grooming	1 per 500 sq. ft. of sales, grooming, or customer waiting area plus 1 space per 2 employees on largest shift	1 per 350 sq. ft. of sales, grooming, or customer waiting area plus 1 space per 1 employee on largest shift
Live-work unit	1 per residential unit plus each 350 sq. ft. of office/business space	2 per residential unit plus each 250 sq. ft. of office/business space
Manufacturing, assembly or finishing operations	1 per 2 employees on shift of greatest employment, plus 1 space per 400 sq. ft. of retail sales or customer service area	1 per 1 employee on shift of greatest employment, plus 1 space per 200 sq. ft. of retail sales or customer service area
Motor vehicle, motorcycle, or recreational vehicle sales or display rental; manufactured home sales	1 per 20,000 sq. ft. of display area plus 1 space per 2 employees on largest shift	1 per 5,000 sq. ft. of display area plus 1 space per employee on largest shift
Office	1 per 350 sq. ft.	1 per 200 sq. ft.

<b><u>Office, Business, and Industrial Uses</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
Repair and service businesses providing on-site services	1 per 350 sq. ft.	1 per 200 sq. ft.
Repair and service businesses providing off-site services	1 per 2 employees	1 per 1 employee
Restaurants, bars, night clubs (plus 11 spaces for stacking if drive-through service is proposed)	1 per 4 seats, plus one space per 2 employees on shift of greatest employment	1 per 2 seats, plus one space per 1 employee on shift of greatest employment
Retail sales	1 per 350 sq. ft.	1 per 200 sq. ft.
Self-service storage facilities	1 per 30 storage units, plus one space per 2 employees on shift of greatest employment	1 per 15 storage units, plus one space per 1 employee on shift of greatest employment
Servicing, packaging, and storage of commodities	1 per 2 employees on shift of greatest employment	1 per 1 employee on shift of greatest employment
Theaters, stadiums, arenas, and sports courts	1 per 4 seats	1 per 3 seats
Vehicle service stations and auto repair garages (area at gas pump is not recognized as parking spaces)	1 per 3 service bays, plus one space per 2 employees on shift of greatest employment	1 per 1 service bay, plus one space per 1 employee on shift of greatest employment
Veterinary services	1 per 1 employee, plus 2 spaces per doctor	1 per 1 employee, plus 4 spaces per doctor
Warehouses, wholesale, and distributive businesses	1 per 2 employees on shift of greatest employment, plus one space per 350 sq. ft. of area open to the public	1 per 1 employee on shift of greatest employment, plus one space per 200 sq. ft. of area open to the public

<u>Other</u>	<u>Minimum</u>	<u>Maximum</u>
Amusement parks, fairgrounds, skating rinks	1 per 850 sq. ft. of activity area	1 per 200 sq. ft. of activity area
Athletic fields	1 per 2,500 sq. ft. of field	1 per 1000 sq. ft. of field
Equestrian facility	1 per 5 stalls	1 per 1 stall
Golf courses	1 per 4 tees	1 per tee
Tennis Courts	1 per 3 courts	1 per court

### 12.13 Off-Street Parking Exceptions

The following exceptions to the off-street parking requirements of section 12.11 shall be permitted.

12.13-1 RESERVED

12.13-2 Parking Reduction in MS District. In the Main Street (MS) District, the off-street parking requirements of this Article shall be reduced 50% for all uses where shared and/or remote parking provisions are made in accordance with Sub-section 12.13-8 below.

12.13-3 Fee in Lieu in MS District. In the Main Street (MS) District, uses may provide a fee in lieu of providing any or all of the off-street parking required by this Article. This fee shall be in the amount determined by the Village of Marvin and based on the cost of providing parking (including land costs, development costs, and maintenance costs) in the Main Street (MS) District. Such fee(s) shall be used by the Village for the provision and maintenance of parking in the Main Street (MS) District. Any fee collected in lieu of providing the required parking for a particular business or use shall be held in a separate fund and used to provide or maintain parking that can be used by clients, customers, employees, and others frequenting that business or use. Such parking shall be located within a reasonable distance (not more than 1,350 feet as measured along pedestrian ways) of the business or use providing the fee in lieu.

12.13-4 On-Street Parking for Multi-Family Residential Buildings. Residential buildings meet or contribute to meeting parking requirements with on-street parking if the fronting street is specifically designed to meet the parking needs of the residential buildings.

12.13-5 Parking on Streets in Residential Districts. Parking shall be allowed along all streets in residential districts except along alleys, designated bike lanes, and areas specifically signed for no parking. Vehicles shall park so as not to block access to

intersections and driveways to properties.

12.13-6 No Off-street Parking Facilities in Street Right-of-Way. In no case shall off-street parking extend into the public street right-of-way, or into an easement for a public sidewalk on private property.

12.13-7 Storage of Vehicles on Street. Vehicles shall not be parked on the street for extended periods such that they appear to be stored on the street. The *Planning, Zoning & Subdivision Administrator*, Code Enforcement Officer, or Chief of Police at their discretion, may require removal of vehicles that appear to be stored on the street in the interest of protecting the public safety and welfare. In the event provisions of this section conflict with the provisions of the Street, Traffic and Parking Ordinance; the Street, Traffic and Parking Ordinance shall prevail.

12.13-8 Shared and Remote Parking

(A.) Shared parking. The *Planning, Zoning & Subdivision Administrator* may approve the joint use of up to 100 percent of the required parking spaces for two or more uses located on the same parcel or adjacent parcels; provided that the developer can demonstrate that the uses will not overlap in hours of operation or in demand for the shared spaces. Any sharing of required parking spaces by uses located on different parcels shall be guaranteed by a written agreement between the owner of the parking area and the owner of any use located on a different parcel and served by the parking area. Should the use(s) change such that the new use(s) overlap in hours of operation or in demand for the shared spaces, the shared parking approval shall become void. Parking facilities meeting the requirements of this Article shall then be provided for each use. Parking agreements shall be for a minimum of five (5) years, shall run with the property, and shall be recorded in the office of the Register of Deeds for Union County. A sidewalk or other pedestrian way shall connect the shared parking area to the uses for which parking is being provided.

(B.) Remote parking. If the required number of parking spaces for any use cannot be reasonably provided on the same lot on which the principal use is located, such parking space may be provided, for up to a maximum of 50% of the required parking, on any land within 750 feet walking distance of the property on which the principal use is located, provided that the standards and specifications for the district in which the remote parking space is located permit the principal use which the parking spaces serve and, provided further, that no crossing of a major thoroughfare is required to travel from the use to the remote parking spaces, unless the pedestrian may access the remote parking by crossing said thoroughfare at a signalized crosswalk. Uses that cannot provide the remaining 50% of the required parking on-site must pay a fee-in-lieu or otherwise comply with the off-street parking requirements. Any remote parking spaces located on a different parcel than the use for which the remote parking

spaces serve shall be guaranteed by a written agreement between the owner of the remote parking area and the owner of the use located on a different parcel and served by the remote parking area. Parking agreements shall be for a minimum of five (5) years, shall contain a provision that the agreement runs with the property, and is binding on all parties, their heirs, and assignees. The agreement shall be recorded in the office of the Register of Deeds for Union County.

**12.14 Loading Spaces**

Off-street loading spaces shall be provided to allow for delivery, loading, and similar activities to occur in a safe, designated area that will not impede the flow of traffic or block pedestrian or vehicular access.

12.14-1 Location. Off-street loading spaces shall be located on the same zone lot as the use they serve except in the Main Street (MS) District where spaces may be off-site and shared with other uses provided the cumulative number of spaces required for combined uses meets the requirements of Section 12.14-4 herein.

12.14-2 Minimum Size. The minimum size for off-street loading space(s) shall be 250 square feet with a minimum width of ten (10) feet.

12.14-3 Arrangement. All off-street loading spaces shall be arranged and marked to provide for orderly and safe unloading and loading and shall not hinder the free movement of vehicles and pedestrians. All loading and unloading maneuvers shall take place on private property. No backing in from street or maneuvering on right-of-way shall be permitted, except in the Main Street (MS) District.

12.14-4 Minimum Number of Loading Spaces Required.

(A.) Retail operations, including restaurant and dining facilities within hotels and office buildings:

Gross Floor Area (sq. ft.)	Number of Spaces
1 – 10,000	0
10,001 - 50,000	1
50,001 – 125,000	2
For each additional 125,000 square feet or fraction there of	1 additional

(B.) Office buildings and hotels:

Gross Floor Area (sq. ft.)	Number of Spaces
0 - 100,000	1
For each additional 100,000 square feet or fraction thereof	1 additional

(C.) Industrial and wholesale operations:

Gross Floor Area (sq. ft.)	Number of Spaces
0 - 40,000	1
40,001 - 100,000	2
100,001 - 160,000	3
160,001 - 240,000	4
240,001 - 320,000	5
320,001 - 400,000	6
For each additional 90,000 square feet or fraction thereof	1 additional