

SECTION 11 ROADS, TRAFFIC ACCESS AND PARKING STANDARDS

11.1 Access Management

11.1.1 Purpose

The purpose of the traffic access standards is to control the design and placement of driveway entrances in order to maintain road safety and the traffic carrying capacity of the road.

11.1.2 Applicability

These traffic access standards shall apply to all new or expanded driveways, entrances and roads in the city. All driveways, entrances and roads that access onto a state road shall also comply with all applicable Maine Department of Transportation (MDOT) design requirements.

11.1.3 General Standards

11.1.3.1 The road providing access to the development and any other road that can be expected to carry traffic for the development shall have adequate traffic carrying capacity to accommodate the proposed use. The road shall be improved as necessary to accommodate the traffic requirements of the development at the expense of the applicant.

11.1.3.2 The number of access points shall be the minimum necessary to ensure safe and proper vehicular access to the site. A limit of two access points onto a single road shall be permitted unless a traffic study for the site recommends additional access points.

11.1.3.3 When lots have frontage on two or more roads, vehicular access to the lot shall be located on the less traveled way unless a waiver is granted by the Code Enforcement Officer or the Planning Board as provided in this section.

11.1.3.3.1 Waiver Standards

The sight distance, corner clearance and turnaround area/parking standards cannot be waived. All other standards maybe waived in accordance with this subsection. Waivers requests may be granted if the applicant demonstrates to the satisfaction of the city that the waiver will not significantly detract from public safety and the proposed driveway meets the standards to the maximum extent possible. The burden is on the applicant to provide sufficient information.

In determining that the waiver will not significantly detract from public safety the Code Enforcement Officer or the Planning Board will consider such factors as crash rates, traffic volumes, road geometrics, types and frequency of traffic moving to and from existing uses within 1,000 feet of the proposed access point. In determining practicality, the Code Enforcement Officer or the Planning Board will consider the availability and cost of alternative access locations and designs in relation to the proposed use.

11.1.3.3.2 Alterations or Changes to Existing Accesses

In cases involving alterations or changes of use of existing access(es), the Code Enforcement Officer or Planning Board may grant waiver requests if it determines that the alterations will likely result in a net gain to public safety or a reduction in non-conformity with these access management standards.

11.1.3.3.3 Double Frontage Lots

In cases involving double frontage lots, the Code Enforcement Officer or the Planning Board will consider the length of frontage on the regulated road, the intensity of traffic generated by the proposed use, the geography along the frontage of the other public way, and the distance to the other public way.

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11.1.3.4 All access points shall be designed and have sufficient capacity to avoid the stopping or standing of vehicles attempting to enter the driveway, entrance or road.

11.1.3.5 To provide adequate visibility, all access points shall be kept free from visual obstructions, including signs, higher than 3 feet above road level within a triangular area defined by legs of 25 feet measured along the access point and road lines.

11.1.3.6 The applicant shall plan or install interconnections with adjoining properties wherever links will serve to reduce demand for vehicular movement on the road. The Code Enforcement Officer or the Planning Board may require an interconnection.

11.1.3.7 The applicant shall provide an estimate of the vehicular trips generated by the proposed use.

11.1.3.8 A traffic study shall be required whenever, in a one-hour period, traffic attributable to the development equals or exceeds 100 trips at the access point, or when in the opinion of the Code Enforcement Officer or Planning Board a traffic safety or road capacity deficiency exists in the vicinity of the development.

11.1.4 Access Design Standards

11.1.4.1 Access design shall be based on the estimated volume using the access classification defined below:

Low-Volume Access: Less than 25 vehicle trips per day

Medium-Volume Access: Any access that is not a low-volume or high-volume access

High-Volume Access: Peak hour volume of 400 vehicles trips per day or greater

11.1.4.2 Access shall be designed in profile and grading and located to provide the required sight distance measured in each direction. Sight distance shall be measured from the driver's seat of a vehicle standing on that portion of the exit with the front of the vehicle a minimum of 10 feet behind the curb line or edge of shoulder, with the height of the eye 3½ feet, to the top of an object

4 ½ feet above the pavement. The required sight distances are listed below for various posted speed limits:

11.1.4.2.1 Two-Lane Roads A sight distance of 10 feet for each mile per hour of posted speed limit shall be maintained or provided.

11.1.4.2.2 Four-Lane Roads The sight distances provided below are based on passenger cars exiting from accesses onto four-lane roads and are designed to enable exiting vehicles upon turning left or right to accelerate to the operating speed of the street without causing approaching vehicles to reduce speed by more than 10 miles per hour, and upon turning left to clear the near half of the street without conflicting with vehicles approaching from the left.

Operating Speed MPH	Safe Sight Distance Left (ft)	Safe Sight Distance Right (ft)
20	130	130
30	220	260
40	380	440
50	620	700

11.1.4.3 Vertical Alignment

Accesses shall be flat enough to prevent the dragging of any vehicle under-carriage. Low-volume accesses shall slope upward or downward from the gutter line on a straight slope of 2% or less for at least 25 feet followed by a slope of no greater than 10% for the next 50 feet. The maximum grade over the entire length shall not exceed 15%. Medium and high-volume accesses shall slope upward or downward from the gutter line on a straight slope of 2% or less for at least 25 feet. Following this landing area, the steepest grade on the access shall not exceed 8%.

11.1.4.4 Low-Volume Accesses

11.1.4.4.1 Low-volume accesses shall be two-way operation and shall intersect the road at an angle as near to, 90 degrees as site conditions permit, but in no case less than 60 degrees.

11.1.4.4.2 Curb radius shall be between 5 feet and 15 feet, with a preferred radius of 10 feet.

11.1.4.4.3 The width of the access shall be between 12 feet and 16 feet, with a preferred width of 16 feet.

11.1.4.4.4 Curb-cut width shall be between 22 feet and 46 feet, with a preferred width of 36 feet.

11.1.4.5 Medium Volume Accesses

11.1.4.5.1 Medium-volume access shall be either one-way or two-way operation and shall intersect the road at an angle as near to 90 degrees as site conditions permit, but in no case less than 60 degrees.

11.1.4.5.2 On a two-way access, the curb radii shall be between 25 feet and 40 feet, with a preferred radius of 30 feet except in the TD, IT, and CC Districts. In the TD, IT, and CC Districts the curb radii shall be between fifteen (15) feet and twenty (20) feet unless the access will serve a significant volume of long wheelbase vehicles. On one-way accesses, the curb radii shall be 30 feet for right turns into and out of the site. In the TD, IT, and CC Districts the curb radii shall be between fifteen (15) feet and twenty (20) feet unless the access will serve a significant volume of long wheelbase vehicles.

11.1.4.5.3 Except in the TD, IT, and CC Districts, the width of a two-way access shall be between 24 and 26 feet, with a preferred width of 26 feet; however, where truck traffic is anticipated, the width shall be no more than 30 feet. On a one-way access, the width shall be between 16 and 20 feet, with a preferred width of 16 feet. In the TD, IT, and CC Districts the width of accesses shall be the minimum necessary to accommodate the volume and type of traffic served by the access.

11.1.4.5.4 Except in the TD, IT, and CC Districts, the curb-cut width for a two-way access shall be between 74 feet and 100 feet with a preferred width of 86 feet. On a one-way access, the curb-cut width shall be between 46 feet and 70 feet with a preferred width of 51 feet. In the TD, IT, and CC Districts the width of curb cut shall be the minimum necessary to accommodate the volume and type of traffic served by the access and to promote safe pedestrian movement across the access.

11.1.4.6 High-Volume Accesses

11.1.4.6.1 High-volume accesses shall intersect the road at an angle as near to 90 degrees as site conditions permit, but in no case less than 60 degrees.

11.1.4.6.2 The curb radii shall be between 30 feet and 50 feet, without channelization islands for right turn movements into and out of the site. The curb-cut width radii shall be between 75 feet and 100 feet with channelization islands.

11.1.4.6.3 Entering and exiting accesses shall be separated by a raised median which shall be between 6 feet and 10 feet in width. Medians separating traffic flows shall be no less than 25 feet in length, with a preferred length of 100 feet.

11.1.4.6.4 Access widths shall be between 20 feet and 26 feet on each side of the median, with a preferred width of 24 feet. Right-turn-only lanes established by channelization islands shall be between 16 feet and 20 feet with a preferred width of 20 feet.

11.1.4.6.5 Appropriate traffic control signage shall be erected at the intersection of the access and the street and on medians and channelization islands.

11.1.4.7 Access Location and Spacing

11.1.4.7.1 Corner clearance shall be measured from the point of tangency for the corner to the point of tangency for the access. The minimum corner clearances in feet are:

Access Type	Intersection Signalized	Intersection Unsignalized
Low Volume	150	50
Medium Volume	150	50
High Volume	500	250

11.1.4.7.2 Accesses and street intersections shall be separated from adjacent accesses, roads and property lines in order to allow major through routes to effectively serve their primary function of conducting through traffic.

11.1.4.7.3 All accesses entering into a curbed road shall be curbed with materials matching the road curbing. Sloped curbing shall be required around all raised channelization islands or medians.

11.1.4.7.4 All accesses shall be paved with bituminous concrete pavement within the road right-of-way.

11.1.4.7.5 Accesses shall be either one-way or two-way operation and shall intersect the road at an angle as near to 90 degrees as site conditions permit, but in no case less than 75 degrees.

11.1.4.8 Turnaround Areas

11.1.4.8.1 All driveway and entrance accesses shall be designed so that all maneuvering and parking of any vehicle shall take place outside the right-of-way of the road and such that vehicles may exit the premises without backing onto the shoulder of the road. If a turnaround provision is not designed into a parking area or other similar feature, then a turnaround shall be provided measuring at least ~~8 feet~~ 15 feet wide and ~~15 feet~~ 25 feet long or equal to the length of the design vehicle for the access way. **This turnaround may be designed as a hammerhead or a cul-de-sac.**

11.1.4.9 Drainage

Drainage for all access ways shall conform to the applicable requirements of this Ordinance and if required, MDOT standards.

11.1.4.9.1 All driveway culverts must be a minimum diameter of 15 inches

11.1.4.9.2 All roadway cross culverts must be a minimum diameter of 18 inches

11.1.4.10 Throat Length

The throat is a portion of a driveway or entrance access used to store a line of vehicles without impeding the vehicular circulation. The throat of any entrance or driveway shall be of sufficient length to prevent incoming vehicles from queuing back onto the road.

11.1.4.11 Entrance Separator Strips

Entrance separator strips shall be installed between the parking area and the entrance throat. The separator strip shall include curbing, walkways, ditching or vegetation. The property owner shall maintain any vegetation within the separator strip. The separator strip shall extend away from the road into the lot along the entrance throat a distance of at least twenty (20) feet from the property line with the road right-of-way.

11.1.4.12 Other Requirements

Where necessary to safeguard against hazards to traffic and pedestrians and to avoid traffic congestion, the applicant shall install turning lanes, traffic directional islands, frontage roads, signalization, or other traffic controls within the roadway. All such installations shall conform to the standards in the “Manual on Uniform Traffic Control Devices” published by the Federal Highway Administration in 23 CFR Part 655, Subpart F.

11.1.5 Standards for Roads within Subdivisions

11.1.5.1 Provision shall be made for vehicular access to the subdivision and circulation within the subdivision in such a manner as to safeguard against hazards to traffic and pedestrians in existing roads and within the subdivision, to avoid traffic congestion on any street and to provide safe and convenient circulation on public roads within the subdivision.

11.1.5.2 The vehicular access to the subdivision shall be arranged to avoid traffic use of existing local residential roads.

11.1.5.3 Where a lot has frontage on two or more roads, the access to the lot shall be provided where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.

11.1.5.4 The street giving access to the subdivision, and neighboring roads which can be expected to carry traffic to and from the subdivision, shall have traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed subdivision.

11.1.5.5 Where necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, provisions shall be made for turning lanes, traffic directional islands, frontage roads and traffic controls within public roads.

11.1.5.6 Any new or expanded subdivision entrance or curb cut on a designated state road shall first be approved by the Maine State Department of Transportation. The developer shall submit

to the Board, evidence that the entrance or curb cut has been reviewed and approved by the Department of Transportation.

11.1.5.7 Where topographic and other conditions allow, provisions shall be made for circulation access connections to adjoining lots of similar existing or potential use.

11.1.5.8 All subdivisions consisting of 4 or more lots shall contain provisions for vehicular connections to future projects on adjacent properties or the same lot whenever feasible and to the maximum extent possible.

11.2 Residential Driveway Design Standards

The residential driveway design standards may only be used for one, two and three dwelling units.

11.2.1 Single Driveway

A driveway shall not serve more than one dwelling unit and shall have a minimum travel way of at least 10 feet. The driveway shall conform to the applicable traffic management standards.

11.2.2 Common Driveway

A common driveway shall not serve more than 3 dwelling units and shall have a minimum travel way of at least 12 feet. The common driveway shall conform to the applicable traffic management standards.

11.3 Road Design and Construction Standards

11.3.1 Applicability

All roads, including private roads and those proposed to be accepted by the city, shall meet the design requirements contained in this Ordinance.

11.3.2 Plan Requirements

The developer shall submit detailed construction drawings showing a plan view, profile and typical cross-section of the proposed roads. The plans shall include the following information:

11.3.2.1 Date, scale and magnetic north

11.3.2.2 Scale of one inch to 50 feet

11.3.2.3 Intersections of the proposed road with existing roads

11.3.2.4 Complete curve data for all horizontal and vertical curves

11.3.2.5 Turning radii at all intersections

11.3.2.6 Centerline gradients

11.3.2.7 Typical cross-sections of all types of roadway sections to be constructed

11.3.2.8 The starting and ending point with relation to established roads, streets and ways and any planned or anticipated future extensions. All terminal points and the centerline alignment shall be identified by survey stationing.

11.3.2.9 Location, size and names of all existing and proposed roads

11.3.2.10 Kind, size, location, material, profile and cross-section of all existing and proposed drainage structures and their location with respect to the existing natural waterways and proposed drainage ways

11.3.2.11 Roadway and right-of-way limits, including edge of pavement, edge of shoulder, sidewalks and curbs

11.3.2.12 Locations of all existing and proposed overhead and underground utilities, to include, but not be limited to, water, sewer, electricity, telephone, lighting and cable television.

11.3.2.13 An estimate of the amount and type of vehicular traffic to be generated on a daily basis and at peak hours.

11.3.3 Road Design Standards

11.3.3.1 These design standards shall be met by all roads and shall control the roadway, shoulders, and curbs.

11.3.3.2 Roads shall be designed to discourage through traffic on minor roads.

11.3.3.3 Any road expected to generate average daily traffic of 400 trips per day or more shall have at least two road connections with existing public roads shown on the official City of Gardiner Zoning Map or streets on an approved subdivision plan.

11.3.3.4 The following design standards shall apply according to road classification:

	Type of Road				
	Arterial	Collector	Minor	Private Right of Way	Industrial/ Commercial
Minimum right-of-way width	80'	50'	50'	50'	60'
Minimum pavement width	44'	24'	20'	18'	30'
Sidewalk width	8'	5'	5'	NA	8'

Minimum grade	0.5%	0.5%	0.5%	NA	0.5%
Maximum grade*	5%	6%	8%	10%	5%
Minimum centerline radius	500'	230'	150'	NA	400'
Minimum tangent between curves of reverse alignment	200'	100'	50'	NA	200'
Roadway crown	¼ "/foot	¼ "/foot	¼ "/foot	NA	¼ "/foot
Minimum angle of road intersection**	90'	90'	75'		
Maximum grade within 75 ft of intersection	2%	2%	2%	NA	2%
Minimum curb radii at intersections	30'	20'	15'	NA	30'***
Minimum r-o-w radii at intersections	20'	10'	10'	10'	20'
Minimum width of shoulders (each side)	5'	3'	3'	3'	9'

*Maximum grade may be exceeded for a length of 100 feet or less.

**Road intersection angles shall be as close to 90 degrees as feasible but no less than the listed angle.

***Shall be based on turning radii of expected commercial vehicles but no less than 30 feet.

11.3.3.5 The centerline of the roadway shall be the centerline of the right-of-way.

11.3.3.6 Dead-end roads shall have an L-shaped or cul-de-sac turnaround. An L-shaped turnaround shall consist of a lot of land 50 feet square and set back from the end of the road by at least 50 feet and not more than 75 feet. A cul-de-sac shall have the following radii: 60 feet to the property line; 50 feet to the outer edge of the pavement; and 30 feet to the inner edge of the pavement. The construction of the turnaround area shall meet the same requirement for roads as contained in this Section.

11.3.3.7 No trees or shrubs shall be planted within the right-of-way unless approved by the City of Gardiner Public Works Department.

11.3.3.8 All proposed roads which abut lots not part of the proposed development shall have the minimum right-of-way width set back a minimum of 10 feet from the abutting property line.

11.3.3.9 Grades of all roads shall conform to the terrain so that cut and fill are minimized.

11.3.3.10 All changes in grade shall be connected by vertical curves in order to provide the following minimum stopping sight distances based on the road design.

Design Speed (MPH)	20	25	30	35
Stopping Sight Distance (Feet)	125	150	200	250

11.3.3.11 A minimum of two hundred feet shall be maintained between centerlines of side roads.

11.3.3.12 All road construction features not specifically covered by this Ordinance shall be designed and constructed in accordance with the requirements of the Maine Department of Transportation Standard Specifications.

11.3.4 Road Construction Standards

11.3.4.1 Minimum Thickness of Material After Compaction

Road Material	Minimum Requirements				
	Arterial	Collector	Minor	Private Right-of-Way	Industrial/Commercial
Aggregate sub-base course (max. sized stone 4")	18"	18"	18"	12"	18"
Crushed aggregate base course 2"	4"	3" 4"	3" 4"	3"	4"
Top gravel ¾"	2"	2"	2"		
Total pavement thickness	3-¼" 4"	2-½" 4"	2-½" 4"		3"
Surface course (9.5mm mix)	1 ½"	1" 1 ½"	1" 1 ½"		1 ¼"
Base course (12.5mm or 19.5mm mix)	1-¾" 2 ½"	1-½" 2 ½"	1-½" 2 ½"		1 ¾"

11.3.4.2 Before any clearing has started on the right-of-way, the centerline and side lines of the new road shall be staked or flagged at fifty-foot intervals.

11.3.4.3 Before grading is started, the entire right-of-way shall be cleared of all stumps, roots, brush, and other objectionable material. All ledge, large boulders and tree stumps shall be removed from the right-of-way.

11.3.4.4 All organic materials shall be removed to a depth of 2 feet below the subgrade of the roadway. Rocks and boulders shall also be removed to a depth of 2 feet below the subgrade of the roadway. On soils which have been identified as not suitable for roadways, the subsoil shall be removed from the street site to a depth of 2 feet below the subgrade and replaced with material meeting the specifications for gravel aggregate sub-base below.

11.3.4.5 Except in a ledge cut, side slopes shall be no steeper than a slope of three feet horizontal to one foot vertical, and shall be graded, loamed, limed, fertilized, and seeded according to the

specifications of the erosion and sedimentation control plan. Where a cut results in exposed ledge, a side slope no steeper than four feet vertical to one foot horizontal shall be permitted.

11.3.4.6 All underground utilities shall be installed prior to paving to avoid cuts in the pavement. Building sewers and water service connections shall be installed to the edge of the right-of-way prior to paving.

11.3.4.7 The aggregate sub-base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3-inch square mesh sieve shall meet the following grading requirements.

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
¼ inch	25-70%
No. 40	0-30%
No. 200	0-7%

11.3.4.8 Aggregate for the sub-base shall contain no particles of rock exceeding four inches in any dimension.

11.3.4.9 The aggregate base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3-inch square mesh sieve shall meet the following grading requirements:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
½ inch	45-70%
¼ inch	30-55%
No. 40	0-20%
No. 200	0-5%

11.3.4.10 Aggregate for the base shall contain no particles of rock exceeding 2 inches in any dimension.

11.3.4.11 Pavement Joints. Where pavement joins an existing pavement, the existing pavement shall be cut along a smooth line and form a neat, even, vertical joint.

11.3.4.12 Curbs and Gutters. Curbs and gutters shall be installed within the urban compact area, or within any areas designated in the Capital Improvements Plan or Comprehensive Plan as areas of compact development.

11.3.4.13 Pavements. Minimum standards for the base layer of pavement shall be the MDOT specifications for plant mix grade B with an aggregate size no more than one inch maximum. Minimum standards for the surface layer of pavement shall meet the MDOT specifications for plant mix grade C with an aggregate size no more than ¾ inch maximum.

11.3.4.14 A woven Geotech road fabric must be installed under road surface area.

11.3.5 Road Inspection Requirements

11.3.5.1 The applicant shall at his/her expense hire a professional engineer licensed in the State of Maine to inspect the road construction. The engineer shall inspect the road during construction and certify in writing that the road was installed according to the road plans and requirements of this Ordinance.

11.3.5.2 The applicant shall submit to the Code Enforcement Officer the engineer's report certifying that the road meets or exceeds the road plans and ordinance requirements.

11.3.5.3 The applicant shall notify the Director of Wastewater and Public Works to inspect the following:

11.3.5.3.1 Installation of sewer lines prior to backfilling

11.3.5.3.2 Installation of sewer pumping stations

11.3.5.3.3 Installation of water lines

11.3.5.3.4 Completion of the subgrade, ditches and grading of the road embankment

11.3.5.3.5 Completion of the base gravel placement

11.3.5.3.6 Completion of the final grading just prior to paving

11.3.5.3.7 The installation of paving or final surface

11.3.5.3.8 The installation of storm water features, sidewalks and curbs.

11.3.5.4 The director shall make a written report of each inspection. The director shall inform the applicant of any road design or construction feature not conforming to the road plans or this Ordinance and the steps necessary to correct the deficiency. The failure to correct any deficiency shall be deemed a violation of this Ordinance. A road shall not be considered for acceptance unless all deficiencies are corrected.

11.4 Parking Standards

11.4.1 Applicability

In any district where permitted, no use of premises shall be authorized or extended, and no building or structure shall be constructed or enlarged, unless there is provided for such extension, construction or enlargement, off-road vehicle parking.

11.4.2 Location

11.4.2.1 Unless otherwise permitted in this Section all parking areas shall be located on the same lot as the principal structure or use of the premises.

11.4.2.2 All parking spaces and aisles shall be at least 5 feet from any side or rear property line. Aisles and parking spaces shall not be located within the right-of-way of the road.

11.4.3 Interior Circulation

11.4.3.1 The entry lane(s) shall be designed to allow continuous and uninterrupted traffic movement on the road, through the provision of adequate throat length, deceleration lanes, or other measures. The entry lane shall not provide direct access to parking spaces.

11.4.3.2 Islands containing guardrails, curbs, fences, walls, or landscaping shall be used to identify circulation patterns of parking areas and restrict driving movements diagonally across parking aisles, but shall be designed and placed so as not to impede views of pedestrians and vehicles.

11.4.3.3 No parking spaces shall be directly accessible from the road, nor shall motorists be required to use the road to enter or exit a space. All spaces shall be accessible from an aisle without the necessity of moving other vehicles.

11.4.3.4 Parking aisles shall be oriented perpendicular to stores or businesses for safer pedestrian access and visibility.

11.4.3.5 Any layout that utilizes vehicular access service (drive-up) windows shall provide a minimum of 5 car lengths of queuing space on the incoming side of the first window. The required queuing space shall be designed so that it shall not interfere with parking and circulation on the remainder of the lot.

11.4.4 Layout of Parking Stalls and Aisles

11.4.4.1 Parking stalls shall be a minimum of 9 feet in width by 18 feet in length. Stalls designed for handicapped spaces shall conform to applicable state and federal requirements. Stalls may be angled, provided aisles are designed one-way and each stall contains the minimum rectangular dimensions. Stalls for parallel parking shall be no less than 9 feet in width by 22 feet in length.

11.4.4.2 Painted stripes delineating each space shall be required for all paved parking lots.

11.4.4.3 Two-way aisles shall be a minimum of 22 feet in width. One-way aisles shall be a minimum of 18 feet in width.

11.4.4.4 Bumper or wheel stops shall be provided where improperly parked cars might restrict traffic flow or pedestrian movement on adjacent walkways, or damage landscape materials.

11.4.4.5 Oversized parking spaces may be designated in areas that ordinarily serve such vehicles as recreational vehicles, travel trailers, delivery trucks or tractor-trailer trucks.

11.4.5 Standards for Number of Parking Spaces

Place of Residence or Accommodation (spaces per room or dwelling unit)	
1/3 space	Dedicated Retirement Home, Nursing Care Facility
1 space	Overnight Accommodation
2 spaces	Single family Dwellings
1 space	Dwelling units in a two-family or multi-family structure with not more than one bedroom and eight hundred (800) square feet of floor area
1.5 spaces	Dwelling units in a two-family or multi-family structure with not more than two bedrooms and one thousand (1000) square feet of floor area
2 spaces	Dwelling units in a two-family or multi-family structure with more than two bedrooms or more than one thousand (1000) square feet of floor area
1 ¼ spaces	Senior Housing
Places of Public Assembly (spaces per seat, based on maximum seating capacity)	
¼ space	Theater, with fixed seating
1/3 space	Church
½ space	Restaurant, Convention Center, Meeting Hall, Grange and Bottle Club
Places of Commerce & Industry (spaces per 1,000 square feet of gross floor area)	
1 space	Warehouse, Inside Sale of Vehicles
1 ½ spaces	Industrial and Manufacturing Facilities, Wholesaling
3 spaces	Grocery Store over 5,000 square feet, Offices, Professional and Personal Services, except as noted.
4 spaces	Retail Sales except as noted
5 spaces	Banks, Medical & Dental Offices, Fitness Clubs, Child Care/Nursery Schools
Public and Institutional Facilities (spaces per 1,000 square feet of gross floor area)	
2 spaces	Elementary Schools
4 spaces	Secondary School, Community Center, Municipal Building
6 spaces	College, Hospital
Miscellaneous (criteria as specified)	
1 space per 1,000 sq ft	Indoor Sports Facility (Tennis, Fitness etc with no spectators)
1 space per 4 seats max. seating capacity	Stadiums, Arenas, Racetracks, and other Spectator Sport Venues
30 spaces per acre	Mini-golf, Go-carts, and other Outdoor Amusements
2 spaces	Campground
5 spaces per lane	Bowling Alley

3 spaces per service bay plus 1 space per 10 vehicles displayed	Vehicle Sales and Service
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11.4.5.1 Adequate spaces shall be provided by the developer. The list below shall be interpreted as a guide subject to the adjustments contained in Section 11.4.5.2. For uses not listed, the publication “Parking Generation” (Institute of Transportation Engineers, 2004) shall be consulted. The following table shall not apply to the Downtown Area as defined.

11.4.5.2 Standard Flexibility

11.4.5.2.1 In the downtown area as defined, within 300 feet of the principal building, structure, or use of the premises, the requirements for providing parking spaces shall not be applicable.

11.4.5.2.2 In the Cobbossee Corridor District as defined, within 500 feet of the principal building, structure or use of the premises, the requirements for providing parking spaces shall not be applicable.

11.4.5.2.3 The parking requirements may be modified by up to 10%, based upon a showing that similar uses under similar circumstances generate greater or lesser demand.

11.4.5.2.4 The following uses, because their peak hour/day varies from conventional parking demand, may meet up to 50% of their parking requirement through a shared-use agreement with another use: churches, clubs, restaurants, theaters, sports facilities.

11.4.5.2.5 The provision of spaces for vehicles used in the ordinary conduct of business, such as construction vehicles, tractor-trailers, and vehicles displayed for sale, shall not be included in the above calculations.

11.4.5.2.6 A development may include as a portion of its parking requirement the provision of parking spaces not located on the same lot provided that the spaces are located within 250 feet of the property, a written agreement is in place for long-term use of the spaces, and the spaces would not be among the minimum required for the use already existing on the lot.

11.4.6 Parking Lot Limitations

Parking lots shall not be excessively large, nor contain an area more than 25% greater than the minimum set by these standards.

11.4.7 Mixed Uses

Any portion of a building or lot with a use that is distinct from a principal use identified in the parking requirement list shall be considered as a separate use for the purpose of calculating spaces, if it exceeds in area or seating capacity 25% of the overall extent of the development. If mixed use consists of any residential use combined with any commercial use, the Code Enforcement Officer

may waive or modify space requirements for the residential use unless it consists of more than 67% of the total floor space.

11.4.8 Off-Road Loading

In any district where permitted or allowed, commercial or industrial uses shall provide, as necessary, off-street loading facilities located entirely on the same lot as the building or use to be served so that trucks and containers shall not be located for loading, or unloading or storage upon any public way.