

6.4. PARKING AND LOADING

6.4.1 PURPOSE

- A. **Purpose and Intent.** The purpose of this section is to regulate parking and loading facilities within the town. The town, through this section, shall ensure that adequate parking and loading facilities are provided to accommodate a variety of uses in all zoning districts. This section and the standards contained herein intend to:
1. Provide for adequate parking, loading, and unloading, and safe movement of vehicles and pedestrians through off-street parking areas;
 2. Recognize the varying parking and loading demands of permitted uses and to provide a flexible range of adequate parking and loading, receptive to market demand, that will avoid excessive paved surfaces within the town;
 3. Allow for alternative parking provisions in recognized circumstances;
 4. Reduce the aesthetic impacts of parking areas;
 5. Provide for compatibility between uses; and
 6. Provide for high quality, safe designs that will add to the aesthetic wellbeing of the town.

6.4.2. APPLICABILITY

- A. **Applicability.** Parking must be provided in accordance with the standards of this section and LDO where otherwise noted. Parking shall be maintained, and no permit for construction or addition may be permitted, until the parking requirements of this LDO have been met. All new development shall be subject to the standards of this section. In the event of a conflict between this section and other portions of the LDO, the stricter of the standards shall apply.
- B. **Renovations and Repairs.** A building or site may be renovated, repaired, or updated without providing additional parking, providing there is no increase in gross floor area.
- C. **Expansions.** If there is an increase in gross floor area, the required number of parking spaces shall be provided per this section.
- D. **Change In Use.** A change in use within a building shall meet the parking requirements for that new use. If the parking requirements of this section cannot be met for the new use, the Land Development Administrator shall make a determination as to whether or not the current parking can sustain the new proposed use. Minimum considerations in

the Land Development Administrator's determination shall include quantity, location, arrangement, ingress and egress, and dimensions of parking and loading facilities.

6.4.3. OFF-STREET PARKING REQUIREMENTS

- A. **Off-Street Parking.** Off-Street parking spaces shall be provided in accordance with Table 6.4.3.G: Off-Street Parking Requirements Table. Where a use is not specifically listed, the Land Development Administrator is responsible for determining the most similar use, using type of use, number of employees, gross floor area, and anticipated parking demand as basis for their determination.
1. **Exceptions.** Due to their unique nature, Mixed-Use Districts will have alternative off-street parking requirements as defined in 6.4.3.H: Mixed-Use District Parking.
- B. **Minimum and Maximum Parking Requirements.** Off-street parking requirements are provided (expressed by) the "minimum" and "maximum" standards to meet the parking needs generated by the various uses permitted. This minimum and maximum provides a range of adequate parking spaces that is responsive to the market conditions, parking demands, and individual project needs. However, consistent with Section 6.4.3.J: Alternative Parking Plan (APP), an Alternative Parking Plan may be submitted for review and consideration by the Land Development Administrator.
- C. **Required Off-Street Parking.** Required off-street parking is defined in Table 6.4.3.G. For example, under the "Minimum Required" column, "1.0/Dwelling Unit" shall be understood to mean at minimum one parking space per dwelling unit is required. Under the "Maximum Allowed" column, "2.0/Dwelling Unit" shall be understood to mean two parking spaces per dwelling unit are allowed as a maximum.
- D. **Standard Unit.** Parking standards shall be set to 1,000 SF (square feet) of the gross floor area of a use, unless otherwise noted in the table. Floor area shall mean the gross floor area as defined in Section 11: Administration and Definitions.
- E. **Fractional Measurements.** When units or measurements determining the number of required off-street parking spaces result in the requirement of a fractional space, then such fraction equal to or greater than one-half shall require a full off-street parking space.
- F. **Multiple Uses.** If there exists more than one principal use, the proposed use that requires the greatest minimum parking shall be used for off-street parking calculation.

G. Off-Street Parking Requirements Table

Table 6.4.3.G. Rolesville Off-Street Parking Requirements

ROLESVILLE OFF-STREET PARKING REQUIREMENTS			
PRINCIPAL USES	MINIMUM REQUIRED	MAXIMUM ALLOWED	ADDITIONAL NOTES
RESIDENTIAL USES			
Dwelling, Single Family, Attached	2.0/Dwelling Unit Plus 0.25 Guest Spaces/Dwelling Unit	No Maximum	Exclusive of garage, which shall not be included in minimum and maximum.
Dwelling, Multiple Family	1.5/Dwelling Unit Plus 0.10 Guest Spaces/Dwelling Unit	2.5/Dwelling Unit	Maximum 10% additional guest parking of total parking count may be permitted.
Dwelling, Upperstory Unit	1.0/Dwelling Unit	2.0/Dwelling Unit	
Live-Work Unit	0.75 /Dwelling Unit	1.75/Dwelling Unit	
Residential Care (ALF, ILF, CCF)	0.25/Bed	1.0/Bed	
CIVIC USES			
Assembly/Church	1.0 per 4.0 seats in the principal assembly room	2.0 per 4.0 seats in the principal assembly room	
Day Care	2.5/1,000 SF	5.0/1,000 SF	
Government Office	2.5/1,000 SF	5.0/1,000 SF	
Parks/Public Recreation Facilities	3 Per Gross Acre Plus 1 Per 1,000 SF of Gross Floor Area of Buildings	No Maximum	
Schools (K-12)	1.0 per 5.0 seats in the principal assembly room	2.0 per 5.0 seats in the principal assembly room	Minimum parking for schools shall be consistent with Wake County Standards

ROLESVILLE LAND DEVELOPMENT ORDINANCE

COMMERCIAL USES			
Bank	2.5/1,000 SF	6.0/1,000 SF	
Eating Establishment	2.5/1,000 SF	10.0/1,000 SF	Outdoor seating shall be included in square footage.
Lodging	0.5/Room	2.5/Room	
Recreation, Indoor	4.0/1,000 SF	10.0/1,000 SF	
Recreation, Outdoor	5 Per Gross Acre Plus 1 Per 1,000 SF of Gross Floor Area of Buildings	10 Per Gross Acre Plus 1 Per 1,000 SF of Gross Floor Area of Buildings	
Retail Sales and Services	2.5/1,000 SF	7.5/1,000 SF	Shopping centers will be based on an aggregate of square feet, not uses, to determine required parking.
Vehicle, Rental and Sales	1.0/1,000 SF of Gross Floor Area of Buildings Plus 1 Per 10,000 SF of Outdoor Display Area	3.0/1,000 SF of Gross Floor Area of Buildings Plus 1 Per 10,000 SF of Outdoor Display Area	
OFFICE AND MEDICAL			
Hospital	2.0/Hospital Bed	5.0/Hospital Bed	
Medical Facility	2.0/1,000 SF	5.0/1,000 SF	
Professional Office	2.0/1,000 SF	5.0/1,000 SF	
INDUSTRIAL USES			
Industrial, Light	0.5/1,000 SF	2.0/1,000 SF	
Warehousing	0.5/1,000 SF	2.0/1,000 SF	
Wholesale Trade	0.5/1,000 SF	2.0/1,000 SF	

H. **AC and NC Mixed-Use District Parking.** Due to their nature, proximity to alternative transportation options including transit, and presence of on-street parking, development within Mixed-Use districts, per Section 3.4: Mixed-Use Districts, typically demand less parking. These districts allow for lower off-street parking requirements as follows.

1. **Mixed-Use Districts Parking.** Mixed-Use districts can reduce required parking by fifteen (15) percent. Calculations shall be provided to the Land Development Administrator demonstrating the fifteen (15) percent reduction in required parking.
 2. **On-Street Parking.** Up to ten (10) percent of the required off-street parking may be provided through on-street parking. On-street parking shall be located within one-thousand (1,000) feet walking distance of the building along an improved path, sidewalk, or similar constructed facility, and may be counted toward a project's required off-street parking requirements.
- I. **Shared Parking.** Shared parking shall reduce the overall required minimum off-street parking by fifteen (15) percent. An applicant shall submit a shared parking analysis to the Land Development Administrator as a means of reducing the total number of required off-street parking spaces required. Shared parking analysis, at minimum, shall include and comply with the following:
1. Identification of proposed uses within the development.
 2. Calculation of the fifteen (15) percent shared parking reduction which will be applied, per proposed use.
 3. Proposed uses served by the shared parking arrangement shall have different peak parking demands or otherwise operate in a manner that the uses sharing parking have access to the required minimum number of off-street parking spaces when in operation. Narrative and calculations shall be provided as part of the shared parking analysis explaining the merit of the shared parking arrangement.

4. Cross access agreements (i.e. legal instruments), if required, for the principal property and adjacent properties to ensure shared parking can function shall be provided to the Land Development Administrator.
5. Shared parking arrangements shall be a formal legal instrument and be provided to the Land Development Administrator. If a shared parking arrangement ceases, parking for the uses shall be recognized as a nonconformity and are subject to Section 10: Nonconformities unless brought into compliance with the standards of this section.

J. Town Center District Parking.

1. The following shall be the permitted range of off-street parking spaces provided for uses within the Town Center District. The following standards shall be applied to uses, as illustrated on a concept plan, site plan or similar document.

USES	NUMBER OF REQUIRED OFF-STREET PARKING SPACES	
	MINIMUM REQUIRED	MAXIMUM ALLOWED
MIXED-USE RESIDENTIAL	2 spaces per dwelling unit* ¹	2 spaces per dwelling unit
MIXED-USE NONRESIDENTIAL	3 spaces for each 1,000 square feet of gross floor area	5 spaces for each 1,000 square feet of gross floor area
Notes: *1: Includes guest parking		

2. It is understood that due to its nature, the TC district shall allow for lower off-street parking requirements than traditional zoning districts. Parking within this district may allow for on-street parking, parking structures, and alternative parking plans. The numbers above assume a mixed-use development. For developments not of a mixed-use nature that exclusively have single-use buildings, the standard parking rates per Section 6.4.3: Off-Street Parking Requirements, shall apply. The following standards for mixed-use development shall apply:

- a. **On-Street Parking.** Up to five (5) percent of the required off-street parking may be provided through on-street parking. On-street parking shall be located within five-hundred (500) feet walking distance of the building for which it is used, along an improved path, sidewalk, or similar constructed facility, and is permitted to be counted toward the required off-street parking requirements.
- b. **Parking Structures.** Parking structures may be permitted as part of a site plan. Parking structures shall utilize the same elements as those found within the principal building. Such elements shall not exceed fifty (50) percent of the façade, to allow for increased light and ventilation. Glazing standards are not required.
- c. **Shared Parking.** The following shared parking standards shall be required in the TC district. Shared parking shall reduce the overall required minimum off-street parking by fifteen (15) percent. An applicant shall submit a shared parking analysis to the Board of Commissioners as a means of reducing the total number of required off-street parking spaces required. Shared parking analysis, at minimum, shall include and comply with the following:
 - i. Identification of proposed uses within the development.
 - ii. Calculation of the fifteen (15) percent shared parking reduction which will be applied, per proposed use.
 - iii. Proposed uses served by the shared parking arrangement shall have different peak parking demands or otherwise operate in a manner that the uses sharing parking have access to the required minimum number of off-street parking spaces when in operation. Narrative and calculations shall be prepared by a Professional Engineer or Certified Land Use Planner and provided as part of the shared parking analysis, explaining the merit of the shared parking arrangement.
- d. **Alternative Parking Plan (APP).** An applicant may propose an alternative parking plan (APP) if off-street parking requirements cannot be met, consistent with Section 6.4.3.K: Alternative Parking Plan.

K. **Alternative Parking Plan (APP).** To approve an alternative parking plan, the Board of Commissioners must first find that the proposed APP accomplishes the purposes of this section equally well or better than would a plan which complies with the standards of this section. In reviewing the request for an APP in order to determine whether it accomplishes the purposes of this section, as required above, the Board of Commissioners shall take into account the proposed use(s), amount of square footage (size), the availability of nearby on-street parking or public parking (if any), the availability of shared parking with abutting, adjacent or surrounding land uses (if any), or any other factors that may be unique to the applicant's development request. The Board of Commissioners shall not approve the APP unless:

1. A parking study is submitted that is prepared by a registered Professional Engineer or Certified Land Use Planner in the State of North Carolina;
2. The study must include the size, type, and proposed use(s) of the development; anticipated peak parking; anticipated normal parking amounts; and a narrative and data as to why the parking requirements of the LDO do not accurately reflect the needs of the proposed development;
3. The APP may include provisions for off-site parking if the number of off-street parking spaces required cannot reasonably be provided on the same lot where the principal use is located;
4. The APP does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future uses in the vicinity;
5. The APP minimizes the visual and aesthetic impact along the public street by placing parking areas to the rear or along the side of buildings, to the maximum extent feasible;
6. The APP minimizes the visual and aesthetic impact on the surrounding neighborhood;
7. The APP creates no physical impact on any facilities serving alternative modes of transportation;
8. The APP creates no detrimental impact on natural areas or features; and

9. The APP maintains accessible parking ratios.
 10. If size, type, and proposed use(s) of the development, anticipated peak parking, and anticipated normal parking amounts change due to expansions or change in uses, the APP will become null and void and a new APP will be required. There is flexibility of no more than ten (10) percent change in the above criteria. If changes exceed ten (10) percent, a new APP will be required. Alternative scenarios may also be provided which may be considered.
- L. **Off-Site Parking.** Required off-street parking spaces may be located on a separate lot or parcel from which the principal use is located (i.e. “off-site”), only if the off-site parking complies with the following standards:
1. Off-site parking shall be under the same ownership as the principal use, or otherwise leased by a lease of no less than the term of lease for the principal use.
 2. All necessary legal instruments shall be executed and recorded and copies provided to the Land Development Administrator. Renewal agreements shall continue to be provided to the Land Development Administrator.
 3. Off-Site Parking shall be located within seven-hundred-and-fifty (750) feet of the nearest lot line of the principal use.
 4. A sidewalk, paved pedestrian walkway, or crosswalk shall be provided to the off-site parking area from the principal use.

6.4.4. PARKING DESIGN STANDARDS

A. General Design Standards.

1. **Parking Plans.** A Parking Plan shall be required for all development and redevelopment, with the exception of single-family residential uses. Parking Plans shall include:
 - a. Access points;
 - b. Internal circulation (including drive aisles);
 - c. Landscaping;

- d. Pedestrian connections;
 - e. Angle of parking; and
 - f. Dimensions of parking spaces.
2. **Arrangement.** Off-street parking shall be arranged so that vehicles may be parked/unparked without moving other vehicles. Parking structures shall be permitted to be designed to allow tandem parking and/or valet services.
 3. **Encroachment.** No parking space shall be designed to encroach, hinder, or otherwise block a public or private right-of-way, alley, or sidewalk. Parking spaces may be allowed in a setback or build-to-zone.
 4. **Overhang.** Where parking spaces are located such that the parked vehicle will overhang a sidewalk, a minimum clear width shall be provided equal to the minimum sidewalk width required.
 5. **Driveways.** Driveways, aisles, and joint access easements shall not be used for parking vehicles except for single family and two-family residential.
 6. **Wheel Stops.** Wheel stops shall only be prefabricated, concrete or recycled plastic product manufactured specifically for this use. No other materials shall be permitted. Parking spaces shall have curbs or motor vehicle stops or similar devices to prevent vehicles from overhanging on, or into, adjacent property, or from encroaching into required landscaped areas.
 7. **Landscaped Parking Islands.** Parking areas shall be visually and functionally segmented using landscaped islands and canopy trees and meet the requirements of Section 6.3.4: Landscaping Design Standards.
 8. **Drainage.** Parking lots shall not drain onto or across public sidewalks, or into adjacent property except into a natural watercourse or a drainage easement. In already developed areas where this condition would be impossible to meet, the Land Development Administrator may exempt the developer from this requirement, provided that adequate provision is made for drainage.
 9. **Access and Maneuvering.** Parking areas shall be arranged for convenient access, maneuvering and safety of pedestrians and vehicles. Parking areas shall be

arranged so that no vehicle shall be required to back up from such facilities directly onto designated arterial or collector streets. Parking areas shall be designed, maintained, and regulated so that no parking or maneuvering incidental to parking shall be on any public street, sidewalk, or alley.

10. **Marking of Spaces.** All off-street parking area spaces shall be marked.

B. Paving.

1. **Applicability.** Paving shall be required, per the standards of this section, for:

- a. All new parking, loading, and driveway areas serving new construction, including expansions to existing uses;
- b. All parking, loading, and driveway areas, existing and new, serving any use expanded in lot coverage/square footage by more than twenty (20) percent after the effective date of this ordinance; and
- c. All existing parking, loading, and driveway areas serving a use discontinued for a period of one-hundred-and-eighty (180) days or longer.

2. **All Principal Uses (Except Single-Family Residential).** All parking, loading, and driveway areas shall be paved and maintained with asphalt or concrete.

3. **Vehicles, Boats, Manufactured Home, and Equipment Sales, Service, and Leasing Sites, Storage and Display.** All storage and/or display areas shall be paved with asphalt or concrete. Storage and/or display areas shall not be permitted on grass or unpaved areas.

C. Dimensional Standards.

1. **Parking Spaces.** Parking space sizes shall comply with the below requirements:

- a. Parallel Parking Space: 20' x 9'
- b. Angle Parking Space: 19' x 8.5'
- c. 90 Degree Parking Space: 19' x 9'

2. **Aisle Widths.** Aisle widths shall comply with the minimum standards below.

Parking Angle Degree	One-Way Traffic	Two-Way Traffic
0-15	12'	24'
16-37	11'	24'
37-38	13'	24'
58-74	18'	24'
75-90	24'	24'

6.4.5. LOADING AREAS

- A. **Purpose.** This section identifies the standards for loading areas. If a development requires goods or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading area must be provided to accommodate the delivery or shipment operations in a safe and convenient manner.
- B. **Loading Areas Design Standards.** Loading areas shall be designed to comply with the following standards:
1. Vehicle shall be able to maneuver safely and conveniently to and from a public right-of-way.
 2. Vehicles can complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or drive aisle.
 3. Loading areas shall be located outside of a public right-of-way when practicable and be indicated through marking.
 4. The size of loading areas shall be based upon the needs of the use in a building. The minimum size of a loading area shall be the same size as the minimum parking space. For uses that require commercial delivery trucks or semi-trailers, loading areas shall be made to accommodate the typical commercial delivery vehicle.
 5. Loading areas that serve commercial delivery trucks, semi-trailers and similar vehicles shall be designed to include screen walls, landscaping, or other treatments to limit visibility of the loading area.
 6. No area allocated to loading and unloading may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street

parking area be used to satisfy the area requirements for loading and unloading facilities.

C. Required Loading Spaces.

Use(s)	Minimum Number of Loading Spaces Required
Commercial	1 space per 20,000 square feet of gross floor area
Industrial	1 space per 10,000 square feet of gross floor area
Office and Medical	1 space per 50,000 square feet of gross floor area
Multiple Family	1 space per development to allow for move-in and move-out of residents
Mixed-Use Development	1 space per 30,000 square feet of gross floor area

D. Compliance. For lots with existing structures predating the effective date of this LDO, and for a change in use that does not involve any enlargement of a structure, the loading area requirements of this section need only comply with this section to the extent practicable.

6.4.6. STACKING

A. Stacking Standards. If a structure or use provides for the off-loading of passengers or involves a drive-through (i.e. allows for a use without exiting the vehicle), stacking spaces shall be provided for and marked on the site. The following standards shall apply for stacking space:

1. A stacking space shall be a minimum of ten (10) feet by twenty (20) feet.
2. Stacking spaces shall not obstruct, endanger, or interfere with on-site or off-site access, maneuvering, or traffic patterns.
3. For drive-through restaurant uses, a minimum of four (4) stacking spaces are required.
4. All other uses which provides for off-loading of passengers, or involves a drive-through, shall provide a minimum of two (2) stacking spaces.

6.4.7. BICYCLE PARKING

- A. **Bicycle Parking Requirements.** Bicycle parking shall be provided for all new civic, commercial, office and medical, and multiple family uses and shall meet the following standards:
1. Bicycle parking shall be located no further than fifty (50) feet from a pedestrian entrance. Bicycle parking shall be publicly accessible and located in a visible and convenient area.
 2. Bicycle racks shall be permanently fixed to a paved surface.
 3. Bicycle racks shall be consistent in style and material of the overall project design.
 4. Spacing and layout of bicycle racks shall provide maneuverable access.
 5. Bicycle parking and/or racks shall be able to accommodate cable locks and “U” locks commonly used by bicyclists.
 6. All new civic, commercial, and office and medical uses shall require a minimum of one (1) bicycle parking space per five-thousand (5,000) square feet of gross floor area, up to a maximum of twenty (20) required spaces.
 7. All new multiple family uses shall require a minimum of one (1) bicycle parking space for every five (5) dwelling units, up to a maximum of thirty (30) required spaces.