

10.3. PARKING AND LOADING

10.3.1. General Standards

A. Applicability

The provisions of this Section shall apply to any application for Zoning Clearance or Site Plan approval, except for developments in the CC district:

- ~~1. Detached single-family dwellings or duplex developments on individual lots of record (except that single-family units and duplexes shall maintain an improved area large enough to accommodate two off-street parking spaces not to exceed 30 percent of the area of the front yard); or~~
- ~~2. All developments in the CC district.~~

B. Front Yard Parking Standards

1. Applicability

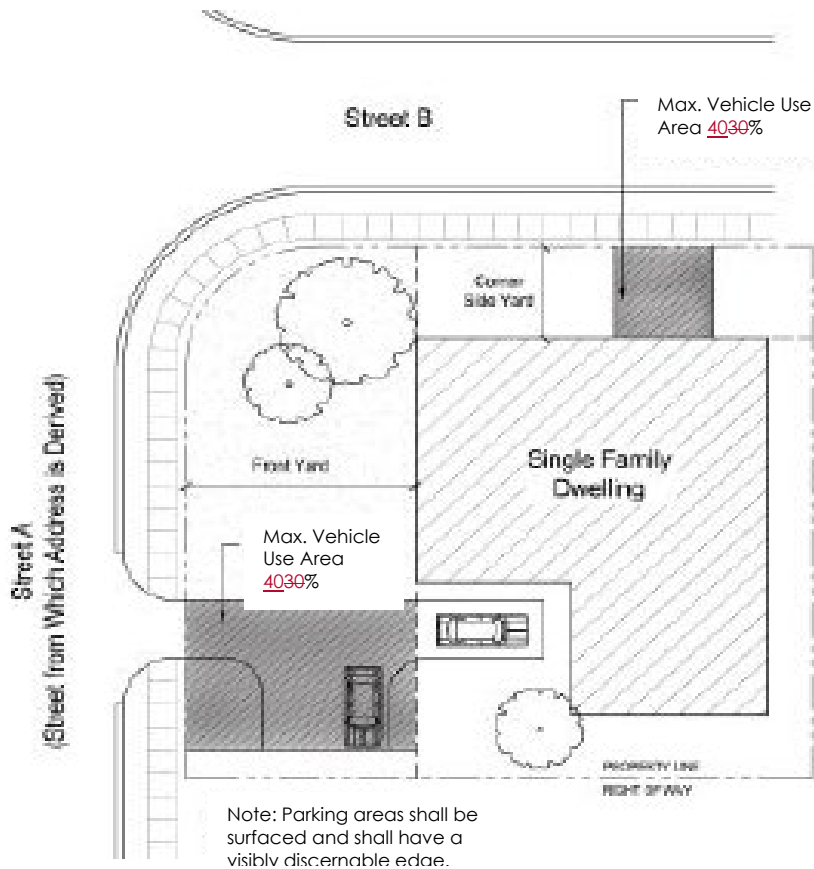
Parking is permitted in the front yards of any single family (detached or attached), duplex, triplex or quadplex dwellings in any zoning district other than agricultural.

2. General

No person shall park or store any motor vehicle, boat, trailer or recreation vehicle in the front yards (between the street and a line drawn parallel to the street from the point of the dwelling that is closest to the street) other than completely upon an improved driveway or improved parking pad.

3. Coverage of Improved Area

Improved parking and drive areas shall ~~be limited in size to 18 feet by 18 feet and shall~~ not exceed ~~430%~~ of the structure's front yard, except that front-load townhouse units with 20-foot wide driveways may exceed 40% maximum provided that all other development regulations in this Ordinance and the infrastructure requirements of the Technical Standards Manual (TSM) are met. (See Section 7.7.4.E). Access to the improved front yard area shall be limited to properly approved curb cuts or other approved access points. Improved parking and drive areas shall be maintained in a safe and sanitary condition, and shall not contribute to soil erosion or tree damage. Proposed improved parking area shall be installed so as to avoid creating standing water conditions, diverting runoff onto neighboring property owners, or adversely impacting stormwater water quality.



4. Surfacing

Improved parking or vehicular use areas shall be surfaced with asphalt, concrete, brick or other suitable pavers. Gravel or crushed stone may be used if the gravel is at least two (2) inches deep throughout the vehicular use area, and the vehicular use area has a visible and definable edge made of landscape timbers, metal edging, vegetation such as low shrubs or decorative grasses, or similar technique to distinguish the vehicular use area from the front or corner side yard area.

5. Exceptions

- a. Parking in the front yard may be allowed for a special event or circumstance but will require a permit issued by the Chief of Police for such event or circumstance. Permitted events will be limited to two per year per residence.

- b. The prohibitions shall not apply to emergency and public service vehicles whose operators are performing services for which they are responsible, nor do these prohibitions apply to vehicles belonging to persons under contract with the City to perform a public service. However, this exception shall apply only when an emergency situation requires that such vehicles park in the prohibited area.

E. Special Standards for Townhouses

Purpose: The City of Concord recognizes that the physical characteristics of townhouse developments pose a distinct set of service challenges as compared to traditional detached single-family developments. The following standards are intended to provide for 1) the safe movement of vehicles and pedestrians; 2) an adequate amount of resident and visitor parking; 3) the safe provision of public utilities and services; 4) the provision of green space; and 5) the creation of a functional, healthy and sustainable permanent shade tree canopy.

Townhouses may have vehicular access on a principal street (front-load) or on an alley (rear-load).

1. Requirements for front-load townhouses.

- a. Townhouse driveways are prohibited on streets that are functionally classified as collectors or higher.
- b. All new townhouse developments with driveways on public or private streets shall meet the minimum provisions of Section 10.3.1, as well as all other minimum infrastructure requirements of the Technical Standards Manual (TSM), including but not limited to driveway spacing, utility location, and street tree planting.
- c. Two off-street parking spaces shall be required per unit, and may be provided within a garage.
- d. In addition to the required parking spaces for each unit, parking to accommodate visitors shall be provided at a rate of one space for each two units with driveways less than 20 feet in width, and may be provided either as on-street spaces or within a common off-street parking area (or a combination thereof). Visitor parking shall not be required for townhouses with 20 foot-wide driveways.

2. Requirements for rear-load townhouses.

- a. All townhouse units shall front on a public or a private street or on an improved open space such as a town square, park or a green and shall be served by a rear alley or common parking area. Alleys

shall be at least twelve (12) feet in paved width to accommodate one-way traffic and at least sixteen (16) feet in paved width to accommodate two-way traffic. Individual driveways for dwelling units are permissible only on alleys. Parking within the pavement of the alley shall be prohibited.

- b. Per Section 10.2.5 all private streets shall be constructed to public street standard with the exception of alleys. Construction details for alleys are included in Article 2 of the Technical Standards Manual (TSM).
- c. Alleys shall be designed with a minimum turning radius of thirty (30) feet where they intersect streets and shall be constructed in such a manner as to allow service vehicles to complete turns within the boundary of the alley. Alleys shall be designed in such a manner as to be interconnected to allow through traffic and to avoid dead ends.
- d. Side yards are not required for interior townhouses, but a minimum street setback of ten (10) feet shall be provided along front and corner yards, and building separation requirements of fifteen (15) feet shall be maintained for all groups of townhouse units. Where lot lines are not established or where units are condominiumized, the building setback shall be measured from the back of sidewalk.
- e. Driveways from the rear alley shall be no closer than three (3) feet from the interior side property line. Where interior lot lines are not established or where units are condominiumized, six (6) feet is required between driveways;
- f. Two off-street parking spaces shall be required per unit, and may be provided within a garage. In lieu of providing the required parking spaces on the individual parcel, either a portion of, or all of the required spaces may be provided on-street or within a common off-street parking area.
- g. In addition to the required parking spaces for each unit, parking to accommodate visitors shall be provided at a rate of one space for each two units, and may be provided either as on-street spaces or within a common off-street parking area (or a combination thereof).
- h. Fences and/or walls on the site shall be constructed in such a manner as to allow unobstructed access to all utility meters and easements.
- i. On street parking shall be provided along at least one side of the public or private street. On the side(s) of the street where parking occurs, the planting strip for street trees may be eliminated, but the sidewalk shall still be required. In lieu of the eliminated planting strip, foundation plantings comprised of woody shrubs with a mature height of no more than four (4) feet

shall be installed at a four (4) foot spacing along the building foundation.

- j. On the side of the street where no parking is proposed, street trees shall be planted in accordance with Section 11.7.4. In order to provide a traffic calming measure and to ensure a street tree canopy, curbs shall be extended out in the areas of required building separation between groups of structures to create “bump-outs *” for the planting of street trees. Street trees shall be installed in bump outs at the end of parallel parking spaces.
- k. The minimum setback from the alley (for the garage) is ten (10) feet measured from the exterior building wall of the structure to the edge of pavement. No minimum side setbacks are required for detached garage structures.
- l. All gas, electric service meter points and fiberoptic services shall be located in the rear. City owned water meters or sewer cleanouts shall not be installed within the limits of the townhouse driveway.
- m. Adequate space shall be provided along the alley for safely storing garbage and recycling receptacles without interfering with the maneuvering area within the alley.

*Bump-out: A curb extension on residential or low volume streets that create an effect to calm traffic and to slow traffic speeds considerably.