

ARTICLE 12 (Amended July 6, 2026 per SL 2026-39)

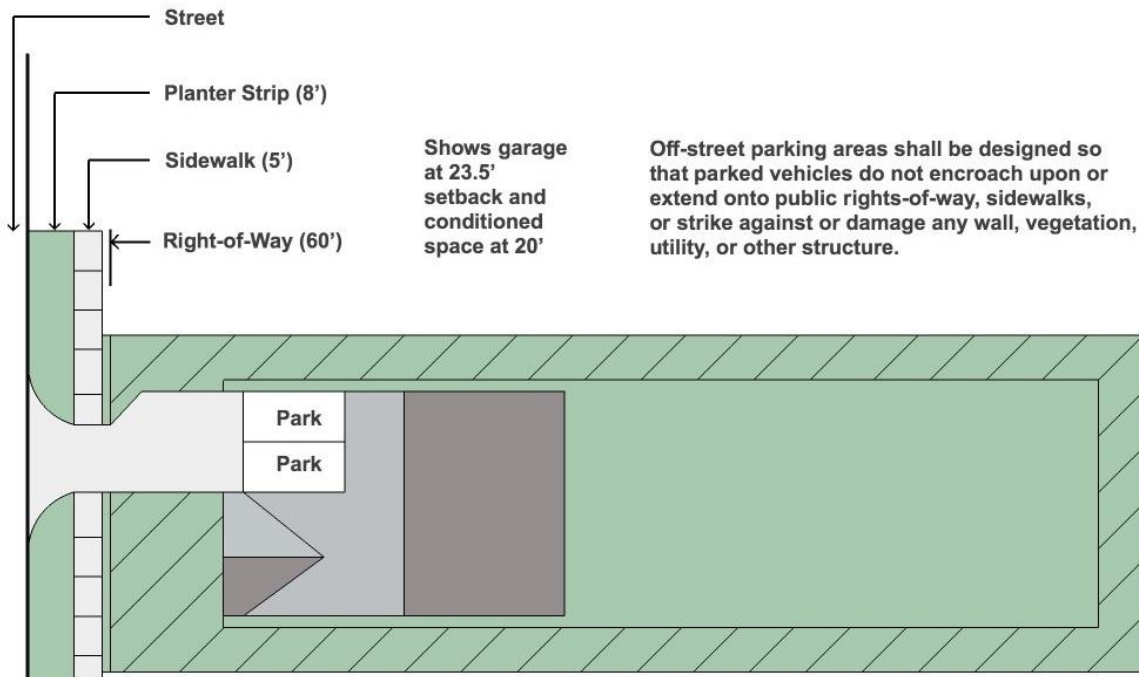
OFF-STREET PARKING, STACKING, AND LOADING AREAS

12.1 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.

12.2 Standards for Parking in Residential Districts

12.2-1 Medium and Low-Density Lots. (Amended August 11, 2025) 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, 2026, 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-



12.2-2 High Density Lots. To 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 if on-site parking is provided except as provided in Section 12.3-3 below. *Existing Lots of Record* are exempt.

- 12.2-3 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, off-street parking space(s), whether enclosed or not, may not abut one another unless connected to an alley in 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 off-street parking space(s), whether enclosed or not, are recessed at least 1.5 feet behind the primary plane of the conditioned space of a residential structure.
- 12.2-4 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.
- 12.2-5 No On-site Parking Spaces in Right-of-Way. In no case shall 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, except within the MS District.
- 12.2-6 Driveways to Residential Lots. Driveways providing vehicular access to residential lots shall be at least 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.
- 12.2-7 Location of Detached Garages. Detached garages may only be placed in the established rear or side yard within the defined *Building Envelope*.
- 12.2-8 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.
- 12.2-9 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.
- 12.2-10 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.

12.3 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 single family residential dwellings in the AG district beyond the public road right-of-way.

12.4 Accessible Spaces

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

12.5 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.

12.6 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.

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

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.

- 12.7-1 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.
- 12.7-2 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:

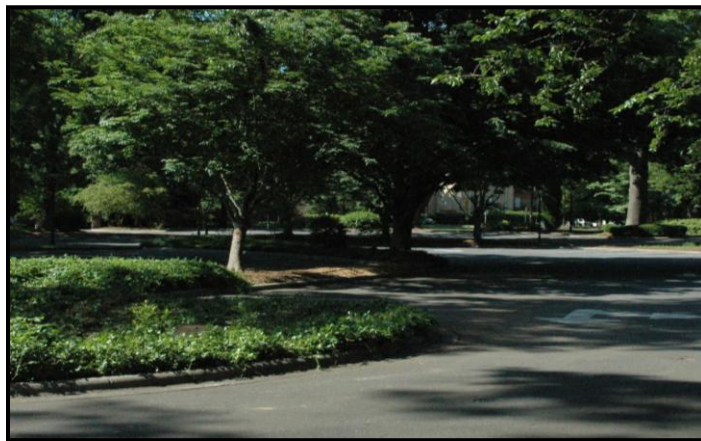


Figure 12.11-2: Example of parking lot broken up by landscaping.

- 12.7-3 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.
- 12.7-4 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.
- 12.7-5 Driveway Width. To maintain pedestrian comfort and calm the speed of entering traffic, driveways to parking areas should be no wider than 24 feet. Driveways connecting to state roads shall meet the requirements of the NC Department of Transportation.
- 12.7-6 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.
- 12.7-7 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.
- 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.
- Paving shall not be required for the following provided access drives are paved and maintained free from defects from the edge of roadway and/or street pavement/curb-line to the public right-of-way line for all parking and loading facilities, whether paved or unpaved:

- (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.
- 12.7-8 Minimize Dust and Erosion. All parking areas shall be graded, properly drained, stabilized, and maintained to minimize dust and erosion.
- 12.7-9 Marking of Parking Spaces. All parking spaces and stacking lanes shall be clearly identified with paint lines, bumper guards, curbs, or similar treatment.
- 12.7-10 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.
- 12.7-11 RESERVED
- 12.7-12 Parking Space Dimension. The minimum size for 90-degree parking spaces shall be 9 feet by 18 feet or as shown in the *Granite Quarry Technical Standards & Specifications Manual*.
- 12.7-13 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 parking spaces. Restaurants shall provide a PEV charging station within a designated parking space.
- 12.7-14 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 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 should 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.

12.8 Off-Street Parking Requirements

12.8-1 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.

12.8-2 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.

12.8-3 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 a Street, Traffic and Parking Ordinance; the Street, Traffic and Parking Ordinance shall prevail.

12.9 Loading Spaces

12.9-1 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.

12.9-2 Minimum Size. The minimum size for off-street loading space(s) shall be 250 square feet with a minimum width of ten (10) feet.

12.9-3 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.