Proposed Article 7: Shoreland Zoning Provisions Parking Standards

Purpose for Shoreland Zoning Section 15 -G. Parking Areas Revisions:

***Description*:** The Town of Raymond proposes revisions, and additions to the Shoreland Zoning Ordinance to provide measurable standards for Parking Areas. The standards address the maximum number of vehicles allowed in a parking "cluster" to 50 car equivalents with the Planning Board having the ability to expand by 50%, parking lot surface setbacks, parking lot buffer requirements, landscape island requirements, and both parking boat launch facility parking stall and aisle spacing sizes. Additionally design criteria for stormwater management and phosphorus export treatment measures has been refined and expanded to require stormwater treatment for a minimum of 50% of new impervious areas. The Section also expands on the safety criteria for Off Site parking allowances, and prohibits Independent Parking Facilities from being allowed in any Shoreland Zone.

Purpose for Shoreland Zoning Provisions Section 17 - Definitions:

***Description*:** The Town of Raymond has proposed additions to their definitions which provide clearer understanding for terms used for the Parking uses. Those terms are proposed to be Parking Area, Off-Site Parking Lot, Off-Site Parking Space and Independent Parking Facility. Currently the Shoreland Zoning Provisions have no definitions related to parking or types of parking related uses.

The full text of the warrant articles including the text of the proposed ordinance amendments is available at the Town Office and the Town's website (www.raymondmaine.org).

ARTICLE ___: Articles 15.G. (Parking Areas) and 17 (Definitions) of the Town of Raymond Shoreland Zoning Provisions, as adopted May 21, 1994 and amended through June 4, 2013, be further amended by adding the underscored language and deleting the language in strikeover type, as shown below?

The Planning Board Recommend Article ____
The Selectmen Recommend Article ____

[Note: The use of the word "Article" within the ordinance does not indicate a separate warrant article.]

Raymond Shoreland Zoning Provisions

SECTION 15 – LAND USE STANDARDS

*G. Parking Areas**

1. Parking Areas shall meet the shoreline setback requirements for structures for the district in which such areas are located and shall also meet the off-street parking requirements contained in Article 9 of the Raymond Land Use Ordinance. The setback requirement for Parking Areas shall be 100 feet from the shoreline or tributary stream, provided, however, that the setback for a Parking Area ~~areas~~ serving a public boat launching facility may be reduced ~~shall be no less than~~ to fifty (50) feet, horizontal distance, from the shoreline or tributary stream, if the Planning Board finds that no other reasonable alternative exists further from the shoreline or tributary stream.

2. In determining the appropriate size of a proposed Parking Area, the following shall apply:

   a. The maximum number of parking spaces or parking lot area allowed in any one cluster of parking is 50 vehicle spaces or paved or impervious area not to exceed 20,000 sq. ft., whichever is less. Each cluster must meet the setback requirements. More than one cluster of parking may exist on a lot but each cluster must meet the criteria independently. Each cluster must be connected internally by an access not less than 50 feet in length. If a property is to contain more than 100 spaces, a second entrance or exit to a private or town road must be provided. The Planning Board may waive the standard for a parking cluster size by no more than 50% (75 spaces total per cluster) utilizing the Off Street Parking Waiver criteria.

   b. Each Parking Area or cluster must have a minimum pavement setback of:

      60 feet front and rear yard setback
      40 feet side yard setback

Parking Areas with total parking spaces under 25 spaces may have pavement setbacks reduced by 50%.

c. Each Parking Area or cluster shall maintain a minimum vegetated buffer around the perimeter of the parking lot. No setbacks are required around a parking edge, if the parking is adjacent to the principal or accessory building or active area associated with the land use. Minimum naturally vegetated (no cut) buffers are necessary from external property lines and shall be as follows:

50 feet for front yards,
30 feet for rear and side yards

Planted landscape areas/buffers may be placed in lieu of the vegetated buffers but must contain species a minimum of 6 feet tall for 50% of the buffer area. Landscape buffers shall be:

40 feet for front yards,
20 feet for rear and side yards

Parking Areas with total parking spaces under 25 spaces may have buffer and landscape requirements reduced by 50%.

If multiple cluster Parking Areas are proposed on a single lot or common scheme parcels of land, they must be separated by a minimum of a 50-foot naturally vegetated, or 40-foot landscaped, buffer. This shall be measured from the closest point of the actual parking pavement area of one cluster parking area to any other separate cluster parking areas nearest point of pavement.

d. All Parking Areas shall be designed to incorporate landscape island strips of no less than 100 sq. ft. within the internal parking lot. The total area of parking islands or "internal green spaces" shall be no less than 5% of the total impervious coverage of the Parking Area. Access drives from the primary street entrance(s) to the Parking Area shall not be considered in this equation.

3. Parking Areas shall be adequately sized for the proposed use and shall be designed to ~~prevent storm water runoff from flowing directly into a water body, tributary stream or wetland and where feasible, to retain all runoff on-site~~ protect water resources and water bodies by a design effort to limit impervious areas, minimize soil disturbance, include vegetative buffers, and provide screening to residential zones or uses. The number of parking spaces within a Parking Area shall be limited to the number of spaces required for the associated permitted use, as provided in Article 9, Section C of the Raymond Land Use Code; as proposed as necessary by the applicant; or as approved by the Planning Board as essential to the land use proposed. For the purposes of this section, a traffic parking report must be provided by a licensed engineer to warrant the parking space requirements needed and shall include

documentation noting the source of information, or the study or data for parking estimation, to justify the parking necessary.

4. In determining the appropriate individual parking space size within ~~of~~ a proposed Parking Area, the following shall apply:

a. Typical parking space/vehicle: ~~Approximately ten (10) feet wide and twenty (20) feet long~~
A minimum of nine (9) feet wide and eighteen (18) feet long
Compact car space/vehicle: A minimum of eight (8) feet wide and sixteen (16) feet long
Compact parking spaces may not exceed 15% of the total parking spaces total

Typical boat launching facility parking space/vehicle: A minimum of ten (10) feet wide and twenty (20) feet long, except that parking spaces for a vehicle and boat trailer shall be forty (40) feet long.

b. Typical internal travel aisles: ~~Approximately~~ Maximum twenty-four (24~~20~~) feet wide.

5. Parking Areas shall be designed and managed to prevent stormwater runoff from flowing directly into a water body, tributary stream or wetland. Designs shall additionally incorporate measures which promote recharge of surface runoff by means of natural soil infiltration or by engineered Best Management Practices as described in the Maine Department of Environmental Protection's *Maine Stormwater Management Best Management Practices Manual* (http://www.maine.gov/dep/land/stormwater/stormwaterbmps/#manual). In determining the appropriate stormwater management requirements for peak runoff rate quantity and runoff quality treatment for a proposed parking lot or facilities, the following shall apply:

a. All projects subject to site plan review shall conform to the minimum standards as outlined in Article 9, Section X of the Raymond Land Use Code: Stormwater Quality and Phosphorus Control.

b. In addition to the minimum standards in Article 9, Section X, all Parking Areas shall provide treatment through practices involving buffers, infiltration measures, wet pond construction, or engineered design, in such a manner as to treat at least 50% of the runoff from impervious surface proposed by the development.

6. Off-Site Parking Lots shall be allowed if they are within 300 feet of the lot containing the associated permitted use as measured from the centerline of that lot's driveway entrance to the centerline of the driveway entrance of the Off-Site Parking Lot. All Off-Site Parking Lots shall meet the following additional requirements:

a. A safe sight distance must exist between the two primary entrances such that vehicles are visible from each site in a direct line of vision, or adequate way finding signs are provided.

b. Safe pedestrian connectivity is provided by sidewalks, delineated paths or trails for pedestrian traffic must meet ADA standards.

c. The design shall contain adequate traffic control devices to allow for safe pedestrian crossing of roads, streets, and ways, that are either public or private, where off-site parking is provided on the opposite side of the street from the associated permitted use.

d. No off-site parking shall be allowed on an opposite side of Route 302.

e. All pedestrian crossings and new entrances for Off-Site Parking Lots on State Highways or Roads shall require approval from the State of Maine Department of Transportation for location and design prior to Planning Board approval.

7. An applicant proposing the use of Off-Site Parking Spaces shall demonstrate compliance with the following standards:

A. There shall be adequate parking spaces available to meet the parking needs of the permitted uses located on the lot or parcel in addition to the Off-Site Parking Spaces to be leased by the applicant.
B. The Off-Site Parking Spaces to be leased by the applicant shall be dedicated for use only by the applicant and shall not be leased to or utilized by other users.

8.. An outdoor storage area for motor vehicles or enclosed garage or structure for storage of motor vehicles, which is the sole use of the lot or parcel, shall not be permitted unless the requirements of Section 6 above are met.

SECTION 17 – DEFINITIONS

Parking Definitions:

Parking Area – An outdoor storage area for motor vehicles that is not located on a street right of way.

Off-Site Parking Lot – An outdoor storage area for motor vehicles that is located on a parcel or lot owned by a person or entity that is the same as the

owner or lessor of the parcel or lot upon which the permitted use associated with the parking is located.

Off-Site Parking Space – A parking space within a Parking Area that is located on a parcel or lot owned by a person or entity other than the owner or lessor of the parcel or lot upon which the permitted use associated with the parking space is located.