

9 PARKING AND DRIVEWAYS

9.1 PURPOSE AND INTENT

Parking lots and similar facilities are necessary elements in the urban environment. However, these facilities can cause negative impacts including increased storm water volume, velocity and pollutants; increased surface level heat and glare; reduction in the efficiency of the connecting street system; reduction in the operations of the surrounding pedestrian and bicycle network; and interruption of a vibrant and attractive streetscape character. For these reasons, it is the intent of this chapter to impose regulations that mitigate the negative effects of parking lots in Wilson, preserve the character of the community and protect the health, safety and general welfare of Wilson’s residents.

9.2 APPLICABILITY

The provisions of this chapter shall apply to all new and expanded development, as well as any changes in use that result in an increase in the minimum amount of required parking of at least 5 spaces or 10% of the existing spaces, whichever is greater.

9.3 PERMITTED PARKING LOCATIONS

The following table details the permitted parking locations for each district according to the building types detailed in Chapter 5 of this ordinance. Additional locational requirements may apply to parking areas for specific uses. Such requirements are outlined in Chapter 3 Supplemental and Temporary Use Standards.

		Civic/Institutional	Detached House	Townhouse	Apartment	Commercial	Mixed-Use	Industrial	All Other Bldgs	
Rural	R/A	U	U	n/a	n/a	n/a	n/a	n/a	U	<p>Permitted Parking Configurations (Also see diagrams on next page)</p> <p>Location A – Parking permitted in 3rd Layer only Location B – Parking permitted in 2nd and 3rd Layers only Location C – Parking permitted in 2nd and 3rd Layers. Parking in 1st Layer restricted to one drive aisle with two bays. U – Unrestricted</p>
	OS	U	n/a	n/a	n/a	n/a	n/a	n/a	U	
	MHR	U	U	n/a	n/a	n/a	n/a	n/a	U	
Suburban	SR4	U	U	-	-	-	-	-	-	
	SR6	U	U	-	-	-	-	-	-	
	NC	U	-	B	B	C	C	-	-	
	GC	U	-	B	B	C	C	-	-	
	HC	U	-	B	B	U	U	-	-	
	ICD	U	U	U	U	U	U	-	U	
	LI	U	-	-	-	U	U	U	U	
HI	U	-	-	-	U	U	U	U		
Urban	GR6	C	U	-	-	-	-	-	-	
	UR	C	U	B	B	-	B	-	-	
	RMX	B	U	B	B	C	C	-	-	
	NMX	B	-	B	B	B	B	-	-	
	IMX	B	-	B	B	B	B	B	-	
	CCMX	B	-	B	B	A	A	-	-	

PERMITTED PARKING CONFIGURATION DIAGRAMS	
<p>3rd Layer</p> <p>2nd Layer</p> <p>1st Layer</p>	<p>Location A <i>Parking permitted in 3rd Layer only</i></p> <p>1st Layer – distance from right-of-way to front of building 2nd Layer – 20 feet 3rd Layer – remainder of lot</p>
<p>3rd Layer</p> <p>2nd Layer</p> <p>1st Layer</p>	<p>Location B <i>Parking permitted in 2nd and 3rd Layers only</i></p> <p>1st Layer – distance from right-of-way to front of building 2nd Layer – 20 feet 3rd Layer – remainder of lot</p>
<p>3rd Layer</p> <p>2nd Layer</p> <p>1st Layer</p>	<p>Location C <i>Parking permitted in 2nd and 3rd Layers. Parking in 1st Layer restricted to one drive aisle with two bays.</i></p> <p>1st Layer – distance from right-of-way to front of building 2nd Layer – 20 feet 3rd Layer – remainder of lot</p>
<p>3rd Layer</p> <p>2nd Layer</p> <p>1st Layer</p>	<p>U – Unrestricted <i>Parking permitted in all layers</i></p> <p>1st Layer – distance from right-of-way to front of building 2nd Layer – 20 feet 3rd Layer – remainder of lot</p>

9.4 OFF-STREET PARKING AND LOADING REQUIREMENTS

If required, permanent off-street parking (including on-street parking and bicycle parking in accordance with the requirements below) shall be provided at the time of erection, alteration, enlargement, establishment or change of use of any building or open use of land which requires additional off-street parking.

9.4.1 PARKING REQUIREMENTS BY USE TABLE

The following table details the required minimum and maximum (where applicable) parking ratios by major land use. All area calculations use gross leasable area (GLA). For uses not covered in this table, the parking requirements shall be those of the most similar use as determined by the Administrator. For bicycle parking, the minimum required shall be 2 spaces (or one rack) unless “No requirement” is listed in the table. The maximum required bicycle parking spaces shall be 6 spaces.

Use Category	Minimum Required Auto Spaces	Bicycle Parking Spaces Required
Residential		
Dwelling-Single Family, Duplex, Townhome	1 per unit	No requirement
Dwelling- Multifamily	1.5 per unit	1 per 20 then 1 per 50 spaces
Dwelling-Accessory	1 space per unit	No requirement
Live-Work Units	1 per 500 sf	No requirement
Residential Care Facilities	1 per 2 units	1 per 20 then 1 per 50 spaces
All Other Residential Uses	1 per unit	No requirement
Lodging – All Uses	1 per room	1 per 20 then 1 per 50 spaces
Office/Service		
Medical Clinic	1 per 350 sf	1 per 20 then 1 per 50 spaces
All Other Office/Service Uses	1 per 500 sf	
Commercial/Entertainment		
Amusements (Indoor & Outdoor)	No requirement	1 per 20 then 1 per 50 spaces
Sweepstakes Facilities/Adult Arcade	1 per simultaneous players	
Restaurant	1 per 250 sf	
Theater (Indoor & Outdoor)	1 per 80 sf in auditorium	
All Other Commercial/Entertainment Uses	1 per 400 sf	
Civic		
Religious Institution (Urban Districts)	No requirement	1 per 20 then 1 per 50 spaces
Religious Institution (All Other Districts)	1 per 80 sf in main assembly hall	
Private Recreational Facility	1 per 250 sf	
All Other Civic/Institutional Uses	1 per 500 sf	
Educational/Institutional		
Child/Adult Day Care Centers (More than 8 persons)	1 per 500 sf	1 per 20 then 1 per 50 spaces
All Other Educational/Institutional Uses	1 per 1000 sf	
Automotive		
Vehicle Services – Minor Maintenance/Repair	1 per gas pump and repair bay	No requirement
Vehicle Services – Major Repair/Body Work	2 per repair bay	
All Other Automotive Uses	1 per 400 sf of office space	
Industrial/Wholesale/Storage		
Storage (all use types)	No requirement	No requirement
All Other Industrial/Wholesale/Storage Uses	No requirement	No requirement
Agricultural – All Uses	No requirement	No requirement
Infrastructure – All Uses	No requirement	No requirement

* Fractions are dropped.

9.4.2 MAXIMUM PARKING

The minimum parking requirements above have intentionally been set well below general market expectations as a means to mitigate the negative aspects of paved surfaces on the environment such as excessive water runoff, water pollution, and urban heat island effect. To this end, there shall also be a maximum parking standard set as follows:

A. Maximum Parking Standard

Twice the minimum number of spaces established for a use as outlined in Section 9.4.1 above,

B. Maximum Parking Exceptions

1. **Residential Development:** Dwelling-Single Family and Dwelling-Two Family uses are exempt from the maximum parking standard.
2. **All Other Development:** In all other development, parking areas may be provided which exceed the maximum standard provided the entire parking areas are installed using Low Impact Development (LID) treatment or the minimum number of trees shall be increased to 1 canopy tree per 10 parking spaces. Two understory trees may be used to replace 1 canopy tree for no more than 1/3 of the required canopy trees (standard above Section 8.6.4.B.1).

9.4.3 EXEMPTIONS AND ADJUSTMENTS**A. Exemptions:**

1. Uses in the R/A, OS, IMX and CCMX Districts are exempt from the minimum parking requirements of this subsection.
2. Any new or existing lots are allowed a minimum of 50 parking spaces independent from the maximum requirements.

B. Commercial Uses in Mixed-Use Districts: All commercial uses in GR6, UR, RMX and NMX Districts shall provide all required parking on-site at a rate of 1 space per 400 square feet. The use of on-street spaces shall not be permitted in this calculation.

C. Residential Care Facilities: The Administrator may authorize a reduction in off-street parking requirements for multifamily dwellings that provide Residential Care Facilities (including duplexes and multifamily buildings of 4 or more units) to no less than 3 off-street parking spaces for each 4 dwelling units or fraction thereof. Should a change of use occur such that the building is no longer providing Residential Care Facilities as the primary use, parking requirements shall meet the minimum ratio for residential uses as required in the table above.

D. Tree Preservation: The minimum number of parking spaces required may be adjusted by the Administrator when it has been determined that the reductions are necessary to preserve a healthy tree or trees (with a 12 inch or greater diameter at breast height) from being damaged or removed, and where the site plan provides for the retention of said tree or trees.

9.4.4 SATELLITE PARKING

A. Proximity to Use: If the off-street parking spaces required by this section cannot be reasonably provided on the same lot as the principal use, such spaces may be provided in a satellite parking area on any land within 600 feet of any public entrance to the principal use.

- B. Shared Satellite Parking:** Upon approval by the Administrator, satellite parking facilities may be shared by two or more uses which do not share normal operating hours.
- C. Parking for Permitted Uses Only:** If a satellite parking area is utilized to fulfill parking requirements, the owner or authorized agent for the land upon which such remote parking is located shall restrict the use of such parking area for parking only in connection with the use or structure for which such remote parking is provided. Such restriction shall be recorded by a declaration of restrictions properly filed with the Register of Deeds of Wilson County, which may be released only by written consent of the city. Remote parking for a particular use shall not be established in any district that does not allow that use.

9.5 VEHICLE PARKING DESIGN STANDARDS

All off-street parking areas, except those on single family residential lots greater than 1 acre, shall conform to the following standards.

9.5.1 PARKING AREA GENERAL DESIGN STANDARDS

- A.** Parking areas shall be located and designed to avoid undue interference with the use of public rights-of-way, driveways or pedestrian ways. Parking stalls shall not be located in areas that would require backing into access driveways or streets except where allowed for residences or when no other practical alternative exists as determined by the Administrator or City Engineer.
- B.** Parking design and location shall be in accordance with the City of Wilson Manual of Specifications, Standards and Design (MSSD).
- C.** Parking stalls shall be located a minimum of 10 feet from public rights-of-way and buildings to allow sufficient separation for sidewalks, landscaping and other site features except along the backs of buildings in areas designed for loading and unloading.
- D.** Parking shall not be located in landscaped, open space or tree save areas.
- E.** Minimum parking areas shall be kept free of material storage, including portable containers, and outdoor display/sales except on a temporary basis as part of an approved temporary use.
- F.** Parking areas shall be maintained to provide for vehicle access and shall be kept free of litter, debris and potholes.
- G.** Parking for service vehicles shall be designated, located and screened to minimize the view from adjacent properties and rights-of-way, generally at the rear of buildings per the screening regulations in Landscape Standards, Chapter 8.
- H.** Vehicle storage or display areas shall be identified on the site plan distinct from customer and employee parking areas and shall comply with parking access, location and design requirements, except that striping of the display or storage area shall not be required. Vehicle storage or display areas shall not be located in a manner that interferes with vehicle or pedestrian access aisles or driveways. Vehicle display areas shall adhere to off-street parking landscape regulations in Chapter 8.
- I.** Tractor trailers, cargo trucks, busses and other large commercial vehicles or heavy equipment parking and storage shall comply with parking access, location and design requirements, except for stall size and aisle size, which shall be as appropriate for the vehicles to be stored, and shall be designated on a site plan.

- J. For single family detached and duplex residences, the width of front yard parking areas shall be limited to 50% of the total lot width. Such parking areas must be paved with appropriate materials according to the provisions in Section 9.5.2 below.

9.5.2 MARKING AND SURFACING

- A. **Parking Space Marking:** The individual parking spaces in a lot shall be delineated in all parking lots except those utilizing road bond, gravel, grass or other vegetative surfacing. Parking lots utilizing road bond, gravel, grass or other vegetative surface shall delineate parking spaces with a wheel stop. Overflow parking areas which provide parking spaces greater than the minimum required shall be exempt from the marking requirements.
- B. **Surfacing:** Off-street parking areas shall be properly graded and located on improved lots or within parking structures. The material for surface parking spaces and corresponding access drives required by this section shall consist of suitable surfacing materials as set forth in the following table.

Material ¹	Non-Industrial Districts	Industrial Districts	Overflow Parking (for occasional or recreational use)	Accessible Spaces and Paths	Parking Areas Beyond Maximum Standard
Asphalt	●	●	●	●	
Concrete	●	●	●	●	
Compacted stone (road bond)		●	●		
Gravel ²		●	●		
Turf/Grass ³			●		●
Porous Asphalt	●	●	●	●	●
Porous Paving Blocks	●	●	●		●
Other pervious materials ⁴	●	●	●	●	●

1. Additional paving materials may be used where appropriate as determined by the Administrator.
2. When gravel is used it must be maintained on site with a concrete apron at the traveled way of at least 25 feet in length measured from the property line.
3. Turf/grass parking areas must be properly graded and designed as determined by the Administrator to accommodate vehicular parking.
4. Other pervious materials may be used where appropriate as determined by the Administrator.

- C. **Maintenance:** The owner or tenant of the property shall be responsible for the maintenance of the markings and surface of the parking lot(s). The owner shall maintain any/all wheel stops that may be applicable.

9.5.3 CONNECTIVITY

- A. Adjoining parking lots serving (or potentially serving) non-residential buildings shall be interconnected as follows:
 1. At least 1 connection is provided at all lot lines that are coincident for at least 60 feet with another lot zoned for non-residential use.
 2. The connection is at least 20 feet in width.

3. If applicable, the connection aligns with a connection that has been previously constructed or designed on an adjacent property.
 4. The connection has a slope of no greater than 15%.
 5. The connection is not placed where a building on an adjacent property is within 50 feet of the lot line which would hamper traffic movements within the parking lot.
 6. The connection is placed in an area which will not require the removal of significant natural features such as wetlands or trees with a caliper of 6 inches or more.
 7. In the event these conditions cannot be met without undue hardship, or if such connections would create undesirable traffic flow, the Administrator may waive or adjust the connection requirement.
- B.** Where a parking lot connection is required, an easement for ingress and egress to adjacent lots shall be recorded by the property owner with the Wilson County Register of Deeds.

9.5.4 STRUCTURED PARKING (PARKING GARAGES)

Parking structures may be constructed to the following standards, provided that the parking structure is architecturally treated in a manner that avoids a monolithic appearance. This should be accomplished by treating the façade of the structure as a streetwall and articulating it through a variety of building materials and finishing that gives the structure a pedestrian scale that fits the surrounding built environment.

A. Access:

1. Maximum one vehicular access per City Street.
2. If gated access for entry; on site queuing must be provided for a minimum of two vehicles.
3. Pedestrian entries shall be clearly visible.

B. Pop up shell space with connections may be allowed.

C. Setbacks: CCMX district setbacks of Zero up to six feet may be utilized. If landscaping or passive park space is proposed setbacks may be increased by conditional approval.

D. Screening Required:

1. The parking deck shall be designed so that vehicles parked on all levels of the parking garage are screened from the street and from adjacent residentially zoned properties.
2. Street trees may be relocated on site if utilizing a Zero setback.

E. Street Level: Along pedestrian-oriented streets, parking structure façades shall be treated with high-quality materials and given vertical articulation and emphasis compatible with the principle structures in the immediate area. The façade shall be designed to visually screen cars.

F. Special Sign Standards: Regardless of zoning district a master signage plan may be approved due to the unique nature of a parking structure. See 11.6.9 for guidance.

- G. Bicycle Parking:** Parking structures shall provide bicycle parking within the structure. It shall be located on the level closest to the street and/or a primary building entrance.

9.5.5 PEDESTRIAN CORRIDORS IN PARKING LOTS

Parking lots shall be designed to separate pedestrian travel from vehicles and include protecting pedestrian walkways within parking areas that lead to business/office/store entrances. For lots of 36 spaces or greater, sidewalk corridors shall be provided within the parking area and/or along the perimeter to provide safe building access for pedestrians.

- A. Perimeter sidewalks and interior parking lot pedestrian corridors may be utilized to provide the required pedestrian access.
- B. Pedestrian pathways (if provided) must be a minimum 5 feet in width.
- C. Where parking is located between a public entrance and the fronting sidewalk, a pedestrian pathway must be provided following the shortest practical route across the parking lot between at least one such entrance on each side of the building facing a public street.
- D. Pedestrian pathways must be clearly delineated. This may be accomplished with the use of paving materials that differ from that of vehicular areas, striping or other similar methods.



Suggested options for pedestrian access in parking lots.

9.5.6 STATE-REGULATED TRANSPORTATION FACILITIES

A state-regulated Transportation Facility is any surface parking lot of 1,500 spaces or more, a combination of surface and structured parking of 1,000 spaces of more, or any parking structure of 750 spaces or more. Such Transportation Facilities must comply with the regulations pertaining to the Transportation Facility Program administered by the North Carolina Department of Environmental and Natural Resources, Division of Air Quality. Any existing parking facility that plans a modification which exceeds the above threshold is subject to the Transportation Facility Program regulations.

9.6 BICYCLE PARKING STANDARDS

Bicycle parking shall be provided for the following uses as shown in 2.7.3 – Dormitory; All Office/Service Uses except Crematoria, Funeral Homes, Home Occupations, and Kennels; All Commercial/Entertainment Uses except Outside Sales, Racetrack, Riding Stables, Shooting Ranges or Outdoor Theater; All Civic Uses except Cemetery; and All Educational/Institutional Uses except Child Day Care Homes, Correctional Institution or Studios.

Bicycle parking facilities required by this section shall be designed to provide convenient bicycle parking and to protect parked bicycles from damage. Acceptable rack elements, rack location and access, rack area and site conditions such as protection from the elements and visibility shall conform to the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

9.6.1 BICYCLE PARKING FACILITIES

Bicycle parking spaces shall be Class I, Class II, or Class III facilities. Racks which only support one wheel are not acceptable. Multi-family uses with more than 50 units shall

provide shelter over Class II and Class III spaces provided to accommodate long-term storage.

- A. **Class I:** Bicycle lockers which are generally rectangular enclosures, each holding 1 or 2 bicycles.
- B. **Class II:** Bicycle parking racks which allow all 3 major components of the bicycle, back wheel, frame, and front wheel, to be locked, without removal of the front wheel.
- C. **Class III:** Racks such as loop, post, rails, “A” and inverted "U" racks. Each rack provides 2 bicycle parking spaces. Common properties in a class III facility include its support of the bicycle with or without the front wheel removed and post or pipe dimensions which allow the lock to encompass the front tire and down post or the rear wheel and seat post. Class III facilities are recommended for short-term parking, although, in combination with shelter, they can be adequate for long-term storage. Adequate rack design shall be at the discretion of the Administrator.
- D. **Indoor Storage Room** – where external customer visits is expected to be low (such as in an office professional setting), indoor storage may be provided as an alternative to an outdoor rack.

9.6.2 GENERAL BICYCLE PARKING DESIGN STANDARDS

- A. **Surfacing:** Bicycle parking shall be provided on a hard-surface, all-weather pavement of asphalt or concrete with curb ramps installed as appropriate.
- B. **Signage:** Where not clearly visible from the access way, directional signage shall be provided to route bicyclists to the bicycle parking facility.
- C. **Installation:** Installation shall be according to the manufacturers’ instructions.
- D. **Placement:** Bicycle parking shall be:
 1. Separated from automobile parking by a physical barrier or by at least 6 feet where automobile parking is prohibited and shall be located as close to public and employee entrances as possible without interfering with the flow of pedestrian and vehicular traffic.
 2. Conveniently located near entrances, and be secured on a hard, flat, ground level, dust-free surface (such as cement, asphalt, or wood). Where multiple entrances exist, the racks shall be dispersed among the entrances rather than located in large groupings.
 3. Adequate room to maneuver both bicycles and their riders without damaging other bicycles or pedestrians shall be provided at least 6 feet from any wall or obstruction.
- E. **Maintenance:** The bicycle racks and spaces required by this ordinance shall be maintained and kept clean and in proper working order at all times.

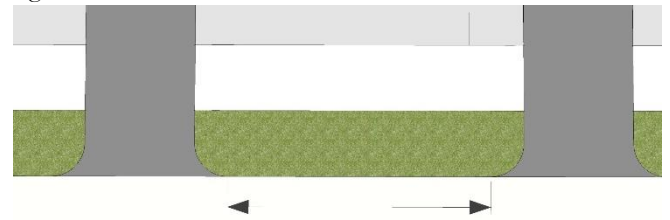
9.7 DRIVEWAY ACCESS

9.7.1 DRIVEWAY STANDARDS

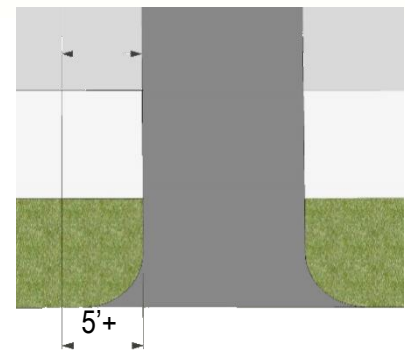
Any business or industry which utilizes lowered or cutaway curbs for purposes of ingress or egress shall be subject to the following provisions:

- A. **Driveway Number and Location**

No more than 2 combined entrances and exits shall be allowed on any parcel of property, the frontage of which is less than 200 feet on any one street. All entrances shall be located at a point along the frontage where it is possible for drivers of vehicles entering the highway to see in both directions along the traveled way far enough to allow entering the highway without creating a hazardous situation. Additional entrances or exits for parcels of property having a frontage in excess of 200 feet may be permitted by the Planning and Design Review Board after showing of actual requirements of convenience and necessity. Where frontage is 50 feet or less, only 1 combined entrance exit shall be permitted.



1. At street intersections, no curb cut shall be located within 25 feet of the intersection of two curb lines or such lines extended, or within 15 feet of the intersection of two property lines, right-of-way lines, or such lines extended, whichever is least restrictive.
2. The distance between any two curb cuts on the same side of the street shall be not less than 15 feet. Said distance shall be measured between the points of tangency of the curb return radii and the established curb line of the abutting street.



3. All driveways shall be constructed so as to be at least 5 feet from any property line, except that a curb return may become tangent to a curb line at a point where said property line extended intersects said curb line. If a Joint Driveway is approved, this standard does not apply to a Joint Driveway that is parallel to a property line.

B. Driveway Width

1. The width, in feet, of a driveway approach shall be within the minimum and maximum limits specified by the MSSD.

C. Joint-Use Driveway

1. Wherever feasible, the Administrator shall require the establishment of a joint-use driveway serving two abutting properties.
2. When a property is developed before an abutting property is developed, the site shall be designed to ensure that its driveway and circulation may be modified to create a joint-use driveway and interconnected parking with the abutting property at a later date.

D. Driveway Connection Policy: Any person or corporation desiring to construct a driveway or other connection to any right-of-way shall comply with the City of Wilson Driveway Connection Policy as established and maintained by the City of Wilson Public Services Department.

E. Driveway Sight Visibility Triangles: At all driveway approaches, a sight area shall be maintained according to the provisions of the MSSD.