

ARTICLE 11 PARKING STANDARDS

1100 PURPOSE AND APPLICABILITY

- 1100.1 Purpose.** The purpose of this Article is to ensure a minimum level of off-street parking to avoid congestion on surrounding streets while avoiding excessive parking and driving up the cost of development. This article also regulates loading space, traffic circulation, and pedestrian access.
- 1100.2 Applicability.** This Article shall apply to new and existing development as follows:
- A. **Single Family Dwellings (Attached, up to two-units, and Detached)** are exempt from this Article.
 - B. **Existing Developments** are exempt from this Article unless the development is physically expanded or changed resulting in more intensive parking needs per Section 1105.1 or unless the existing parking supply is reduced per section E below.
 - C. **Development Expansion.** When a development, with a non-compliant number of parking spaces, is expanded, additional parking spaces shall be provided only for the area of expansion in conformance with Table 1105.1.
 - D. **Change of Use Requiring More Parking Spaces.** When the use of a development is changed to another use that requires more parking spaces or, if the development is vacant, the use that existed immediately prior to such vacancy, parking spaces shall be provided for the proposed use in the amount necessary to conform to this Article.
 - E. **Change of Use Requiring Fewer Parking Spaces.** When the use of a development is changed to another use that requires fewer parking spaces, the proposed change of use is a permissible change to a non-conforming parking situation provided that parking space requirements will be met to the greatest extent possible. Projects of this nature will be given the option to remove impervious area for excessive parking and replace said area with green space or landscaping.
 - F. **Parking Lot Expansion.** If an off-street parking lot is being expanded, only the new portion of the parking lot must conform to this Article unless there are safety issues related to, queuing, egress/ingress, internal vehicular circulation, emergency vehicle access, and loading. In such case, the Administrator may require that part of or the entire existing parking lot be brought into compliance with this Article.

1101 GENERAL PROVISIONS

- 1101.1 Prohibited Use of Parking.** Parking that is required for a specific use shall not be dedicated to other uses, including commercial parking, or be utilized for non-parking uses.
- 1101.2 Ingress and Egress.** All access to parking lots and loading areas from an accessway shall be designed to ensure the smooth and safe circulation of vehicles to and from the accessway, per Article 9 (Street Design and Construction Standards), Section 901.

- 1101.3 Backing Out of Vehicles into Road.** In general, parking and loading areas shall be provided in a manner that does not require the backing out of vehicles onto a road. Site Roads, as defined in Article 9 (Street Design and Construction Standards), Section 906, are exempt from this standard.
- 1101.4 Off-site Parking Lots.**
- A. Satellite Parking.** If required parking cannot be entirely located on the same lot as the use which it serves, then parking may be located within .25 miles of the entrance to the use as satellite parking. The developer must provide the Administrator with documentation establishing the parking agreement and demonstrate that there is sufficient capacity at the satellite location given the current use and available spaces. This report should be in the form of a professional parking study or similar evidence. The Administrator may not make a determination on the fitness of the parking agreement based on information outside of the quantity of available parking.
 - B.** If a lot utilizes multiple parking agreements, the parking plan shall show the number of designated uses covered by each agreement and the number of spaces left available to be dedicated for the proposed use.
 - C. Valet parking** or other comparable service shall be provided for satellite parking located beyond 0.25 miles from the entrance to the use. In order to be considered valet parking, an attendant must take possession of the vehicle at the location of the use and transport the car to and from a satellite parking area. Patrons at the site should not have to retrieve their own vehicles.
- 1101.5 Parking Lot Location.** In pedestrian-oriented areas, highly visible areas, and/or in the Commerce Park (CP) of the City of Ellsworth, developers shall strive to locate parking away from the front yard of the use it serves. These areas are: 1) Ellsworth Downtown Zone, 2) along high traffic areas in the Urban Core such as, but not limited, to State-owned roads and the Beechland Road, and Route 3) along State-owned roads within the Growth Area.
- 1101.6 Lease Records.** Parking not in the same ownership for the use which it serves shall be under a written use agreement. Lease records and agreements shall be provided to the City Planner or designee. If using a lease to satisfy the parking requirement of this Article, a developer must enter into a written lease or other legally binding parking agreement, having a minimum duration of five years plus two consecutive five-year automatic renewal periods, with another property owner to use exclusively or on a shared basis. Private or municipal parking lots that are proximate to the proposed development site and allow overnight and winter parking.
- 1101.7 Structured Parking.** All garages or other structured space allocated for the parking of vehicles may be considered part of the required parking.
- 1101.8 Layout and Design.** Parking shall be arranged and marked to provide for orderly and safe loading/unloading and parking. For parking located within the Ellsworth Urban Core Area, individual parking spaces shall be clearly defined, and directional arrows and traffic signs shall be provided as necessary for traffic control.
- 1101.9 Recreational Vehicle and Oversize Parking.** The Administrator may require that some developments provide designated parking spaces for R.V. campers and other oversized passenger vehicles when the proposed use will reasonably attract multiple of such vehicles at a time. These spaces cannot be substituted for regular or passenger car spaces.

1101.10 Handicapped Parking. All handicapped parking spaces must be provided in accordance with the most current state and federal regulations.

1101.11 Snow Storage. The parking lot design shall provide an adequately sized location for snow storage.

1101.12 Parking Lot Setback. *RESERVED*

1102 DOWNTOWN PROVISIONS

The City of Ellsworth parking provisions for the Downtown Areas aim to support the vitality and appearance of the Ellsworth Downtown.

1102.1 Parking minimums do not pertain to non-residential uses developed in the Downtown Zone of Ellsworth. Residential developments must provide a minimum of one parking space per dwelling unit. In order to receive approval from the reviewing authority, the development must have a parking management plan that provides adequate estimated parking for the use. The Planning Board may reduce or increase required parking spaces. The applicant shall provide credible evidence—such as parking studies, site-specific use patterns, or agreements for shared parking—showing that the proposed number of spaces will adequately serve the use.

1102.2 To satisfy any parking requirement, public City-owned parking may not be used as a substitute for a developer providing necessary parking without an accepted, written agreement from the City that complies with Section 1101.4 of this Article.

1103 ACCESS AND CIRCULATION

1103.1 Interconnection. Developers shall strive to interconnect adjacent commercial uses unless it is determined by the administrator that it is unsafe, that physical barriers exist, or that it will result in an adverse traffic impact.

1103.2 Access. Each parking lot shall be connected to a street or right-of-way via an accessway meeting Article 9 (Street Design and Construction Standards).

1103.3 Walkways. Safe pedestrian routes shall be provided in off-street parking lots.

1103.4 Separation of Street from Parking Spaces. Pedestrian accesses, walkways, sidewalks and other public rights-of-way shall be protected from vehicular overhang by wheel stops, curbs, or other method approved by the Administrator.

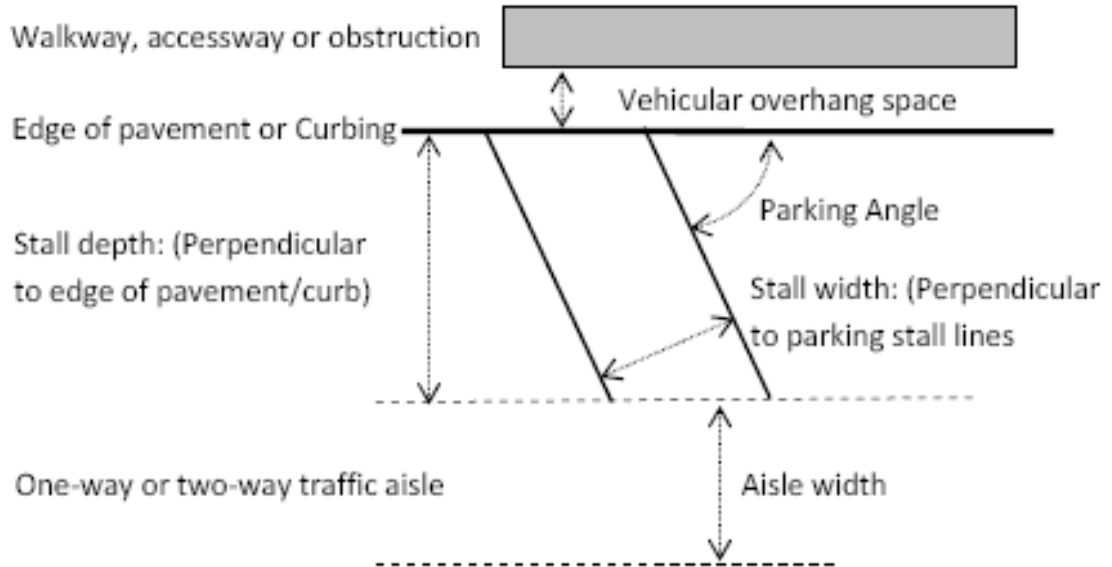
1104 PARKING SPACE DIMENSIONS

Parking shall be designed in conformance with the dimensions presented in Table 1104 (Off-street Parking Standards) and the illustration below.

Table 1104 Off-street Parking Standards				
Parking Angle	Stall Width	Stall Depth*	One-Way Aisle Width	Two-Way Aisle Width
0° (parallel)	9.0'	23.0'	12.0'	20.0'
45°	10.0'	18.5'	16.0'	22.0'
60°	10.0'	18.5'	18.0'	22.0'
75°	10.0'	18.5'	18.0'	22.0'
90°	9.0'	18.5'	20.0'	24.0'

* If a parking lot is designed with a 6-inch curb, then the minimum stall depth may be reduced by 1.5 feet for angled parking and 2 feet for 90° parking, as long as it complies with 1104.4 Separation of Street from Parking Space above.

Illustration of Parking Terms:



1105 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS OUTSIDE OF THE DOWNTOWN ZONE

1105.1 Minimum Amount. The minimum amount of required off-street parking spaces in any zoning district other than the Downtown zoning district shall be determined in accordance with Table 1105.1 (Parking Requirements) and, as applicable, Section 1107 (Affordable Housing Parking Bonus).

Table 1105.1 PARKING REQUIREMENTS	
LAND USE	NUMBER OF SPACES
RESIDENTIAL/ LODGING	
Hotel, Bed and Breakfast, and Motel	1 space/sleeping room, plus parking for staff as determined by the Planning Board
Hotel, Bed and Breakfast, and Motel with meeting space, restaurants, and banquet rooms able to accommodate more than 200 people total between all accessory uses.	1 space/sleeping room, plus 15 spaces/1,000 SF GFA for all space used for accessory uses (e.g. meeting space/banquet/convention space)
Campsite	1 space/site
Condominium	2 spaces/dwelling unit outside of the Designated Growth Area; 1 space/unit within the Designated Growth Area
Multi-Family – 3 or more units	1.5 spaces/dwelling outside of the Designated Growth Area; 1 space/unit within the Designated Growth Area
Mobile Home	1 space/dwelling unit
Boarding House or other Co-Living Facility	1 space/bedroom, plus 2 spaces for every four bedrooms
Senior Housing, Congregate Facility, Nursing Home, and Assisted Living Facility	1 space/dwelling unit, and space for staff as determined by the Planning Board
Homeless Shelter	1.5 spaces/1,000 SF GFA plus 2 spaces for staff as determined by the Planning Board
INSTITUTIONAL, SOCIAL & PUBLIC SERVICES/ FACILITIES	
Day Care	0.20 spaces/student at max capacity, and 1 space for each full-time employee
Elementary and Middle School	0.20 spaces/student at maximum capacity
High School	0.85 spaces/employee, and 0.4 space per student
Assembly, Theater, Auditorium	0.25 spaces/seat

INSTITUTIONAL, SOCIAL & PUBLIC SERVICES/ FACILITIES (cont.)	
Convention Center, Ballroom, Banquet Center	0.25 spaces/seat, plus 1 space per employee
Hospital. Any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients, as part of a campus setting. The term hospital includes medical clinics (facilities that provide diagnoses and outpatient care).	2 spaces/1,000SF GFA plus 1 space/employee including visiting staff doctors
COMMERCIAL/ INDUSTRIAL USES	
Industrial, Manufacturing, Warehousing, Wholesale	0.83 spaces/employee on maximum shift, plus 1 space per vehicle customarily used in operation of the use or stored on the premises
Medical/Dental Clinic or Animal Hospital	1.5 spaces/exam or boarding room plus 1 space/full-time employee
Automobile Repair	6 spaces minimum plus parking for staff and vehicle storage when servicing at max capacity
Retail Store and Personal or Professional Service Business	3 spaces/1,000 sq. ft. GFA and parking for staff as determined by the Planning Board
Motor Vehicle, ATV, and Boat Sales	2 spaces/employee
Furniture, Large Appliance, and Other Similar Retail Store	2 spaces/1,000 sq. ft. GFA
Professional Office	1 space/500 sq. ft. GFA of actual office space, exclusive of storage or common areas
Bank	1 space/500 sq. ft. GFA
Restaurants, Eating/ Drinking Establishment	0.25 spaces/seat, plus 1 space per maximum number of employees on shift

1105.2 Uses Not Cited. If a development does not have a prescribed parking requirement, as listed in Table 1105.1 (Parking Requirements), and it is determined by the Administrator that the development cannot be fairly compared to a use in the above table, then the parking requirement for the development shall be determined by the Administrator with guidance from the City Planner or designee. The applicant shall provide adequate information by which the proposal can be reviewed, which includes but may not necessarily be limited to the following: (1) types of uses; (2) number of employees; (3) building design capacity; (4) square feet of sales area; (5) parking spaces proposed on site; (6) parking spaces provided elsewhere; and (7) hours of operation.

1105.3 Unit of Measurement. The following measurement units shall be used when determining the required number of parking spaces.

A. Gross Floor Area of buildings (GFA), as defined.

- B. Bench Seating:** In calculating bench seating for places of assembly, each 24 inches of benches, pew or other such seating, shall be counted as one seat.
- C. Stacking spaces:** Each required drive-through waiting or stacking spaces shall be a minimum of 24 feet long and 9 feet wide.
- D. Fractional Spaces.** When calculations for determining the required number of parking spaces results in a fractional space, any fraction of less than one-half may be disregarded, while a fraction of one-half or more shall be counted as one space.
- E. Employee Parking.** Parking spaces required for employees shall be based on the maximum number of employees on the premises at any one time. The overlap in shift change is not taken into account.

1105.4 Adjustment and Reduction.

- A. Parking Reduction.** Where the Administrator finds that the required amount of parking is excessive based on a parking plan provided by the applicant, the Administrator may approve a reduction in parking spaces of up to 25%.
- B.** The Administrator may defer full parking requirements by up to 25% if there is not enough certainty that a full reduction is warranted. A deferment may be granted provided that the land area needed to meet the full requirement is retained. The site plan shall note the area where parking is being deferred with a dotted lot layout. If within a two-year period following issuance of a Certificate of Occupancy the Administrator determines, based on observed usage, that the deferred parking is needed, then such parking shall be constructed by the applicant within 12 months of being informed of such request in writing by the Administrator. The Administrator may require the posting of a performance bond or other assurance to cover the estimated construction cost of the deferred parking with a refund or a release in two years if the additional parking is not found to be necessary.
- C. Limits on Excessive Parking.** In order to minimize excessive areas of pavement which depreciate aesthetic standards and contribute to high rates of stormwater runoff, exceeding the minimum parking space requirement by up to 25% shall only be allowed with approval by the Administrator. In granting the additional parking spaces, the Administrator shall determine that such parking is required, based on documented evidence, to accommodate the use on a typical day not a peak period demand.
- D. Overflow Parking.** Any request to exceed the minimum parking space requirements from 25.1% to 38% shall be considered overflow parking and shall comply with the process established in Section B above and shall be constructed in a manner that returns surface water to the ground (pervious surfacing).
- E. Minor Site Review.** The Code Enforcement Officer may waive parking requirements for improvements reviewed under Minor Site Plan Review if it is satisfactorily demonstrated to the CEO by the applicant that there is adequate parking provided for the property without the construction of spaces as required in this article.

1106 LOADING SPACE

Loading facilities shall be located entirely on the same lot as the development it serves with the exception of the Downtown Area where there are, in the judgment of the Administrator, practical difficulties in satisfying the requirement for loading. Loading facilities or truck staging areas shall not be allowed in the front yard or side yard. In cases where such facilities must be placed in the front yard or side yard, the use of a decorative concrete block screen wall, planting or mature plants and other such landscaping elements shall be required for screening.

1107 AFFORDABLE HOUSING PARKING BONUS

For an Affordable Housing project that meets all of the applicability standards in Article 8, Section 826, the Affordable Housing parking reduces the minimum amount of required off-street parking spaces to two parking spaces for every three dwelling units within the development.