

ARTICLE VII

Parking and Loading

1. Conformity with Use Table; exceptions.

The minimum number of accessory off-street parking spaces shall conform to the requirements of the Table of General Use Regulations, except that:

- A. The Planning Board, in conjunction with site development plan approval as provided in Article IX of this local law, may permit a reduction in the number of developed parking spaces where adequate accessible reserve areas are available and designated on the plan as areas for overflow parking.

- B. The Planning Board may reduce the required number of parking spaces upon demonstration by the applicant that that number exceeds the design hour requirement and a demonstration that such reduction would not induce parking on public ways or result in hazardous conditions for vehicles and pedestrians within or proximate to the site. This reduction by the Planning Board may not exceed twenty-five percent (25%) of the normally required amount.

2. Location and size of parking spaces.
 - A. Location. Areas which are considered to be indoor or enclosed parking spaces are fully enclosed private garages only. Areas which are considered to be open or outdoor parking spaces are off-street carports or other areas available for parking other than a street, entrance and exit lanes or driveways, except that no vehicle shall be parked or stored in any required yard or fire lane. A driveway behind a required front yard for a one-family or two-family residence may count as an open or outdoor parking space. All driveways shall include an adequate turnaround area to preclude the need for backing onto a public road. (Amended August 17, 2006)
 - B. Size of spaces. Minimum parking stall width shall be nine (9) feet, except that the Planning Board may reduce stall widths for employee parking areas to eight and one-half (8½) feet. Minimum parking stall length shall be twenty (20) feet and minimum aisle width shall be twenty-four (24) feet, curb to curb or to wall.
 - C. Size of garages. The minimum size of a garage for each indoor parking space required for a residential

dwelling unit shall be 10 feet wide by 20 feet deep.

(Amended August 17, 2006)

3. General requirements.

- A. Access. Unobstructed access to and from a street shall be provided for nonresidential uses. Such access shall consist of at least one (1) twelve-foot lane for parking areas with twenty (20) or fewer spaces and at least two (2) twelve-foot lanes for parking areas with over twenty (20) spaces. Access to roads shall include adequate turnaround area to preclude the need for backing out onto the road right-of-way.

- B. Drainage and surfacing. All open parking areas shall be properly drained, and all such areas shall be provided with a dustless surface, except that grassed areas may be used at the discretion of the Planning Board.

- C. Joint facilities. Required parking spaces, open or enclosed, may be provided in spaces designated to serve jointly two (2) or more uses or owners, whether or not located on the same lot, provided that the number of required spaces in such joint facilities shall not be

less than the total required for all such uses.

- D. Combined uses. When any lot contains two (2) or more uses having different parking requirements, the parking requirements for each use shall apply to the extent of that use. Where one (1) or more such uses will be generating a demand for parking spaces primarily during periods when the other use or uses is not or are not in operation, the Planning Board may reduce the total parking spaces required by fifty percent (50%) of the parking spaces required for that use with the least requirement.
- E. Location and ownership. Required accessory parking spaces shall be provided upon the same lot as the use to which they are accessory or on a nearby lot, provided that all spaces on the second lot are located within four hundred (400) feet walking distance of the original lot along the existing road network. Parking spaces shall conform to all the requirements of the district in which the parking spaces are located. In no event shall such parking spaces be located in any residence district unless the use to which the spaces are accessory is permitted in such residence district. Such spaces shall be in the same ownership as the use

to which they are accessory and shall be subject to deed restriction in a form approved by the Village Attorney, binding the owner and his heirs and assigns to maintain the required number of spaces available, either throughout the existence of the use to which they are accessory or until such spaces are provide elsewhere.

F. On lots divided by district boundaries. When a parking lot is located partly in one (1) district and partly in another district, the regulations for the district requiring the greatest number of parking spaces shall apply to the entire lot. Parking spaces on such lot may be located without regard to district lines, provided that such parking spaces shall not be located in any residence district unless the use to which they are accessory is permitted in such district.

4. Parking spaces adjacent to lots in residence districts. Wherever a parking area of over five (5) spaces abuts or is within fifteen (15) feet of a lot in any residence district, it shall be screened from such residential lot by a substantial wall, fence or thick hedge, approved by the Planning Board.

5. Driveways.

No driveway shall provide access to a lot located in a nonresidential district across land in a residential district.

6. Commercial Vehicles and Unregistered Vehicles.

A. Not more than one (1) commercial vehicle nor more than one (1) unregistered vehicle nor any commercial vehicle having more than four tires or more than two axles shall stand or be parked on a developed lot in any residence district or on a developed residential lot in a commercial district except when making a delivery at such lot. Any permitted commercial or unregistered vehicle shall not stand or be parked within the required yards of such lot nor between the principal building and the street line. Amended May 18, 2000

B. Not more than one (1) commercial vehicle nor more than one (1) unregistered vehicle nor any commercial vehicle having more than four tires or more than two axles shall be parked within a private garage in any residence district. Amended May 18, 2000

C. Commercial Vehicles are permitted as accessory to an

agricultural use in any residence district provided the vehicle does not have more than four tires nor more than two axles and provided that it shall not be parked nor stored within any required yard.

D. No commercial vehicle nor unregistered vehicle shall be parked or stored on any unimproved lot. (Amended June 18, 1998)

E. No commercial vehicle having more than four tires or more than two axles shall be parked overnight on any lot in the PO or PO-R Districts.

F. For the purposes of this subdivision:

(1) the term "unregistered vehicle" shall mean a vehicle that does not display all of the following: a current motor vehicle registration sticker, current license plates and a current inspection. (Amended December 16, 2010)

(2) the term "commercial vehicle" shall mean a vehicle that displays a license plate other than a passenger plate and/or displays permanent signage anywhere on the vehicle. Vehicles owned by a governmental unit shall not be defined as "commercial vehicles". (Amended December 16, 2010)

7. Storage of house trailers and boats.

One (1) house trailer, recreational vehicle or boat and boat trailer may stand, be parked or stored on any developed residential lot behind the front setback line or behind the front line of the residence, whichever is greater, or any required yard. All other outdoor parking, storage or use of such vehicles is prohibited. The use of such a vehicle for dwelling purposes is prohibited.

8. Off-street loading berths.

A. Off-street loading berths are required for all nonresidential structures or uses. Nonresidential uses permitted in residential districts shall have one (1) loading berth with minimum dimensions of ten by forty (10 x 40) feet and a clear height of fifteen (15) feet for the first twenty thousand (20,000) square feet of gross floor area and one (1) additional berth for each additional forty thousand (40,000) square feet of gross floor area or major portion thereof. In the NS District, there shall be one (1) loading berth with minimum dimensions of ten by fifty (10 x 50) feet with a clear height of fifteen (15) feet for the first ten thousand (10,000) square feet of gross floor area and

one (1) additional berth for each twenty thousand (20,000) square feet of gross floor area or major portion thereof. In LO and PI Districts, there shall be one (1) loading berth with minimum dimensions of ten by fifty (10 x 50) feet with a clear height of fifteen (15) feet for the first twenty thousand (20,000) square feet of gross floor area and one (1) additional berth for each forty thousand (40,000) square feet of gross floor area or major portion thereof. Loading berths and loading doors shall not face the front yard. The Planning Board may modify the minimum requirements where necessary to ensure proper circulation and traffic safety or where such change would not create future difficulties in the event that the structures or uses are changed to any other use permitted by right in the district.

- B. Location and access. Unobstructed access, at least twelve (12) feet wide, to and from a street shall be provided to off-street loading berths. Such access may be combined with access to parking areas. No off-street loading berth shall be located between the street line and principal building. A loading berth shall not be located in any required yard and shall be

screened where visible from any residential district boundary or residential lot.

- C. Joint facilities. Loading berths may be provided in spaces designed to serve jointly two (2) or more adjacent establishments, provided that the number of required berths in such joint facilities shall not be less than the aggregate of all such requirements. The provision of joint facilities shall not reduce the minimum overall yard area required.
 - D. On lots divided by district boundaries. When a lot is located partly in one (1) district and partly in another district, the regulations for the district requiring the greater number of loading berths shall apply to the entire lot. Loading berths on such lot may not be located in any residence district unless the use to which they are accessory is permitted in such district.
9. Additional requirements.
- A. Access near street intersections. No entrance or exit for any accessory off-street parking area with more than four (4) parking spaces, nor for any loading

berth, shall be located closer than seventy-five (75) feet from the intersection of any two (2) designated street lines as determined by the Official Map. This distance shall be one hundred (100) feet for any signalized intersection or an intersection providing for a designated left turn storage lane on the same intersection leg as the proposed access drive.

- B. Screening. Parking areas with more than four (4) spaces in a residential district shall be screened from all property lines, including any roads bordering the property. All parking areas and loading berths shall be screened from any residential district boundary where visible. Such screening shall not obstruct sight distance. The Planning Board may require landscaping between nonresidential use parking areas to prevent massing of such areas and to protect the character and compatibility of adjacent uses.

- C. Requirements for lighting. The Planning Board is empowered, subject to rules and regulations that may be adopted by the Village Board, to adopt rules and regulations pertaining to lighting systems.

D. Regulations for parking spaces. The Planning Board is empowered, subject to Article XX, Section 1, to adopt rules and regulations providing for standard design of parking areas, including striping of stalls; provision of vehicle stops; control of traffic movements; and specifications for surfacing of required parking spaces.

