

TEXT OF PROPOSED AMENDMENTS

CHAPTER 98, TECHNICAL STANDARDS

ARTICLE VIII, PARKING AND LOADING REQUIREMENTS

Sec. 98-242 Off-street parking requirements.

[Ord. No. 39-1998, § 8.2.1, 12-1-1998; Ord. of 1-5-2010(1)]

- (a) Off-street parking space required. No use of premises shall be allowed, changed or expanded and no structure shall be constructed or enlarged unless adequate off-street parking, including **handicapped accessible** parking, is provided and maintained.
- (b) Amount of parking required. An appropriate amount of off-street parking spaces, including **handicapped accessible** parking spaces (reference 98-243 for these standards), shall be required for each principal and accessory use located on a parcel. The following table entitled "Schedule of Required Off-Street Parking" (hereinafter, the Schedule), shall serve as a guideline in establishing the minimum amount of parking which must be provided for a use, and also the maximum amount of parking which shall be allowed. If a specific use is not listed or is dissimilar to a use listed in the schedule, the Planning Board is authorized to determine an appropriate amount of parking.

In determining the minimum amount of parking, any fraction shall be rounded up to the nearest whole number. In determining the maximum amount of parking allowed, multiply the amount of parking identified in the Schedule by 1.20.

- (c) Planning Board use of the schedule and ability to adjust amount of parking. The Planning Board may adjust the amount of parking identified in the Schedule based on factors such as the following:
 - 1. The Schedule identifies parking requirements for many uses. The City, however, recognizes that some uses are not listed in the Schedule. As such, the Planning Board may determine that a specific use has specific parking demands and shall consult the most current edition of the Institute of Transportation Engineers (ITE) Parking Generation manual to assist in determining the amount of parking required.
 - 2. The Planning Board may use information, such as the following, to allow an increase or decrease in the amount of parking identified in the Schedule:
 - a. A parking demand analysis prepared by the applicant that is based on at least two comparable sites in Maine for a comparable type of business. The analysis must compare parking demands for differing days and times of week. The Board may engage the services of an engineering firm to review this analysis.
 - b. Information from the ITE manual.
 - c. Information from another qualified industry source, such as but not limited to information provided by a company that has identified its parking demands for comparable facilities. The Board may engage the services of an engineering firm to review this information.

The City, in granting the Planning Board the authority to adjust on-site parking requirements, recognizes that the ITE manual that is used to identify parking

requirements is often based on a limited number or variety of analyses of parking demands for specific uses. For example, the parking studies listed in the ITE manual are often based on three or fewer studies, the studies are for limited periods of time, the studies are for uses in communities that may be very dissimilar to Belfast, or the studies may be very dated, 15 or more years old, as well as other concerns. Thus, the city recognizes that better data could be available through other sources to assist the Planning Board in making a good decision regarding the amount of on-site parking.

- (d) Affordable Housing developments, as defined by LD 2003, shall be exempted from the prescriptive requirements in this section. These developments shall be required to provide no more than 2 off-street spaces for every 3 dwelling units, regardless of the number of bedrooms per dwelling. The Planning Board strongly encourages considering use of the prescriptive table, especially in areas not served by public transit and not within walking distance of services.**
- (e) Accessory Dwelling Units shall be exempted from the prescriptive requirements in this section. The Planning Board strongly encourages considering use of the prescriptive table, especially in areas not served by public transit and not within walking distance of services.**

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Table 98-242. Schedule of Required Off-Street Parking

Use	Unit of Measurement	Number of Spaces
Residential		
Single-family and two-family (duplex)	Dwelling Unit	2.0 per unit. Such units are exempt from the maximum number of parking spaces requirement.
Multi-family or Flex Housing - One Bedroom Units: a) Tri-plex or Four-plex b) Fifth Unit to Tenth Unit c) Eleventh Unit or More	Dwelling Unit	a) 1.5 spaces/unit b) 1.25 spaces/unit c) 1 space/unit
Multi-family or Flex Housing - Two Bedroom Units a) Tri-plex or Four-plex b) Fifth to Fifteenth Unit c) Sixteenth Unit or More	Dwelling Unit	a) 1.75 spaces/unit b) 1.5 spaces/unit c) 1.25 spaces/unit
Multi-family or Flex Housing Three Bedroom or More Units	Dwelling Unit	2 spaces/unit
Older Adult Independent Housing	Dwelling Unit	1.0 space/ unit
Congregate Housing a) Independent units b) Assisted Living c) Nursing Home	a) Dwelling Unit b) Living Units c) Beds and employees	a) 1.0 space/ unit b) 1.0 space/ 3 units c) 1 space/ 6 beds and 1 space/ employee maximum shift
Bed and Breakfast	Dwelling Unit and rooms	2 spaces for the residence and 1 space/rental room
Rooming/Boarding House	Manager and rental rooms	2 spaces for the manager/owner and 1 space for each rental room
Home Occupation	Dwelling Unit (residence) and equivalent use	2 spaces for dwelling unit/residence and number of spaces required for type of home occupation proposed

