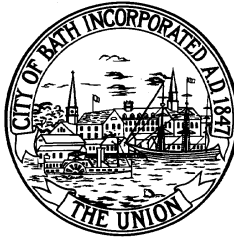


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Parking Lot Construction and Layout

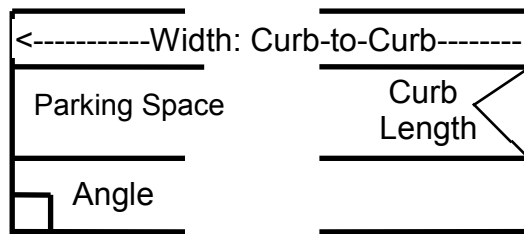
Unless specified otherwise below, this Section applies to new or expanded non-residential and multi-family uses. Parking lots must conform to the following standards: [amended May 16, 2001]

1. Appropriate access drives from streets, as well as maneuvering areas, must be provided.
2. The surface of access drives, maneuvering areas, and parking areas must be uniformly graded, with a subgrade consisting of well-compacted gravel or equivalent materials at least 6 inches deep.
3. The access drive, maneuvering areas, and parking areas must be paved with at least 2 inches of bituminous concrete.
4. Where the Planning Board deems it necessary, a stormwater management plan for parking areas must be submitted. The plan must utilize TR55 or a similar analytical process and must plan for the 2- and 25-year storm events, establish whether there is capacity in area drainage systems, establish whether the stormwater requires treatment for contaminants.
5. The parking lot is required to have minimum slopes of 1 percent for all surfaces.
6. The Planning Board may waive the requirement of Items 1 through 5 for accessory parking lots of 5 or fewer vehicles.
7. No new parking space, lot, or area may be located in a Yard Area or buffer zone required by this Code, except that parking for a single- or 2-family dwelling may be located in an access drive in a front Yard Area. This applies to all new or expanded uses. [amended May 16, 2001]
8. Except in the C4, C5, I, and GC districts, and as allowed in 7, above, parking spaces may not be located closer to the street which provides access to the site than the front of the building. This applies to all new or expanded uses. [amended May 16, 2001]

9. Parking spaces and parking-lot aisle layout for all new or expanded uses must conform to the following curb length and curb-to-curb width standards: [amended May 16, 2001]

LAYOUT	PARKING ANGLE	CURB LENGTH	WIDTH, CURB-TO-CURB
one-/two-way, double-loaded aisles	90 degrees	9.00 feet	60.00 feet
one-/two-way, single-loaded aisles	90 degrees	9.00 feet	42.00 feet
two-way, double-loaded aisles	60 degrees	10.50 feet	59.00 feet
two-way, single-loaded aisles	60 degrees	10.50 feet	40.00 feet
One-way, double-loaded aisles	60 degrees	10.50 feet	53.50 feet
one-way, single-loaded aisles	60 degrees	10.50 feet	34.50 feet
two-way, double-loaded aisles	45 degrees	12.75 feet	56.50 feet
two-way, single-loaded aisles	45 degrees	12.75 feet	38.50 feet
one-way, double-loaded aisles	45 degrees	12.75 feet	48.50 feet
one-way, single-loaded aisles	45 degrees	12.75 feet	30.00 feet
two-way, double-loaded aisles	30 degrees	15.00 feet	51.00 feet
two-way, single-loaded aisles	30 degrees	15.00 feet	35.50 feet
one-way, double-loaded aisles	30 degrees	15.00 feet	43.00 feet
one-way, single-loaded aisles	30 degrees	15.00 feet	27.50 feet

Diagram of Terms Used in Item 9



10. Access drives are permitted to cross Yard Areas only to provide access to parking areas. Internal circulation within a parking area may not be located in a Yard Area. This applies to all new or expanded uses. [amended May 16, 2001]
11. There must be adequate queuing distance between the City street and any parking lot such that vehicles can enter the parking lot quickly and efficiently without creating a point of conflict within the parking lot or on the street.
12. Acceleration and/or deceleration lanes are required on a street that provides access to a parking lot if, in the judgment of the Planning Board, the volume and speed of the traffic on that street require such lanes for highway safety.
13. The Planning Board, where safety requires, may require shared access with neighboring properties.
14. To provide for safe movement of vehicles as well as pedestrians, islands and landscaped median strips are required for any parking lot with 25 or more spaces.
15. The parking-lot layout and management plan must provide for storage of snow plowed from the lot. This may be accomplished by a storage location either on-site or off-site. Plowed-snow must be stored so that it does not damage the parking-lot landscaping, buffering, or screening. The parking-lot stormwater management plan must consider stored-snow melt water.

C. Parking Lot Landscaping

This Section applies to new or expanded non-residential and multi-family uses.

1. Islands and landscaped median strips are required to provide for clear traffic movement and to break up parking areas in any parking lot with more than 50 spaces. The median strip must have plantings of sufficient density and volume to provide a filtered screening effect.
2. Parking lots with 5 or more spaces must be screened from any abutting residential use or residential zone and from the public streets. Screening may be accomplished by evergreen shrubs, fences, earthen berms, or a combination of these. The purpose of the screening is to soften the view of the parked vehicles, not necessarily to totally eliminate any view of the vehicles.

D. Off-street Loading Standards

This Section applies to new or expanded non-residential uses. It does not apply in the C1 Zone.

1. The following minimum off-street loading bays or berths must be provided and maintained in the case of new construction, alterations, and changes of use:
 - (a) Land Use Categories 3.0 and 11.1 with a gross floor area of more than 100,000 square feet: 1 bay
 - (b) Land Use Categories 2.0 and 4.0 with a gross floor area of more than 5,000 square feet:
 - 5,001 to 40,000 square feet: 1 bay
 - 40,001 to 100,000 square feet: 2 bays
 - 100,001 to 160,000 square feet: 3 bays
 - 160,001 to 240,000 square feet: 4 bays
 - 240,001 to 320,000 square feet: 5 bays
 - 320,001 to 400,000 square feet: 6 bays
2. Each loading bay must have minimum dimensions of 70 by 14 feet and may be located either within a building or outside and adjoining an opening in the building. Every part of the loading bay must be located completely off the street. In the event that trucks, trailers, or other motor vehicles larger than the dimensions of the minimum loading bay usually serve the building, additional space must be provided so that these vehicles may park or stand completely off the street.
3. The provisions of this section for off-street loading are not to be construed as prohibiting incidental curbside business deliveries, dispatches, or services, provided they are in compliance with all applicable state and local traffic regulations.