

ARTICLE XXI OFF-STREET PARKING

175-110. Applicability.

The provisions in this article apply specifically to single-family and duplex residences except where reference is made to other specific uses or to all uses.

The term “vehicle” as used in this article refers to motor vehicles that are required to be registered with the department of motor vehicles for travel on public roads.

175-111. General Requirements.

A. *Parking – General Provisions.*

1. There is no minimum parking requirement for single-family and duplex residences. However, a driveway must be provided for each lot.
2. Number of vehicles – There shall be no more than 3 vehicles parked on a regular basis on a residential lot in the Residence A and Residence B Districts. However, more than 3 vehicles may be parked on the lot if the property owner demonstrates that they are for use by lawful occupants of the dwelling unit, as demonstrated by records acceptable to the Zoning Administrator.
3. Dimensions. Each parking space shall measure 9 feet x 18 feet. Adjustments may be made to this requirement appropriate for the site conditions as determined by the Zoning Administrator.
4. Delineation. Parking areas shall be clearly delineated on the site, as determined by the Zoning Administrator. (This provision does not include striping except in unusual cases where the Zoning Administrator determines that striping is needed to manage the number of vehicles.) All motor vehicles must be parked in delineated parking areas.
5. Truck Parking. No box truck, truck trailer, or truck with an FHVA classification of 7 or higher may be parked or stored on a regular basis on any residential or vacant lot in the Residence A or Residence B district.
6. Impervious surface. See Table 15-54 Table of Dimensions which gives the maximum impervious surface ratio for all lots.

B. *Setbacks and placement of parking Spaces.*

1. The following setbacks apply to parking spaces and parking areas:
 - a. Front setback. Up to 3 vehicles per household are permitted in the front setback area.
 - b. Side setback. All vehicles must be set back at least 10 feet from side lot lines.
 - c. Rear setback. All vehicles must be set back from rear lot lines in accordance with the standard rear setbacks for the zoning district.
2. The parking requirements in 1, above, may be adjusted by special exception subject to:
 - a. a finding that it is not practical to restrict parking to the areas and setbacks specified;
 - b. a finding that allowing the parking to be situated as proposed will not have an adverse impact upon abutting properties nor upon the character of the streetscape; and

- c. a finding that the proposed parking spaces will serve on-site dwelling units only.
- 3. For all uses other than single-family and duplex residences, in the Residence A and Residence B Districts no parking areas shall be permitted in the front court except as part of site plan or conditional use review with a finding by the Planning Board that it is not practical to place parking to the side or rear of the building.
- 4. For all uses other than single-family and duplex residences in all Commercial Core Districts, except the Central Business District, and in all Research-Industry Districts, no parking areas shall be located in the front court except as part of site plan or conditional use review with a finding by the Planning Board that it is not practical to place parking to the side or rear of the building.
- 5. For all uses, in the Central Business District no parking areas shall be located in the front court.

C. *Driveways.*

- 1. A driveway must be provided for each lot (except where the Planning Board approves an alternative access and parking arrangement).
- 2. Driveway width and setbacks
 - a. For all uses, within the Town right of way the driveway may not exceed 12 feet in width (excluding turning radii) unless approved by the Durham Public Works Department.
 - b. The driveway shall be single lane (i.e., with a maximum width of 10 feet) except as needed to provide access to parking areas and garages. A wider driveway may be allowed by special exception where warranted by site conditions.
 - c. There is no required setback for a single-lane driveway. A driveway that is wider than a single lane shall be set back a minimum of 10 feet from side lot lines and in accordance with the rear setback for the zoning district from rear lot lines.
- 3. Number of driveways.
 - a. For a single-family residence there shall be no more than 1 driveway access point where the frontage is less than 200 feet. On lots with greater frontage, 1 additional driveway access point may be permitted by the Department of Public Works where site conditions warrant.
 - b. The Department of Public Works may approve a second driveway access point for a duplex residence as warranted.
 - c. The Department of Public Works may approve a circular driveway where conditions warrant, notwithstanding a, above.

D. *WCOD and SPOD.* See Article XIII – Wetland Conservation Overlay District and Article XIV – Shoreland Protection Overlay District for required setbacks for driveways and parking areas within these overlay districts.

E. *Surface and drainage.* The following shall be provided for parking areas and driveways:

- 1. A smooth paved surface or a smoothly graded stabilized dust-free surface using gravel, paving stones, turf blocks, or the equivalent.
- 2. Adequate drainage to minimize runoff from flowing onto adjacent property, sidewalks and public roads. The infiltration of stormwater on site is strongly encouraged.

175-112. Required Permits.

- A. ***Building permit.*** A building permit is required to create, expand, pave, or repave a parking space, parking area, or driveway. (There is no fee for this application.)
- B. ***Fire department.*** For all uses, in situations where 3 or more lots, houses, or dwelling units are or will be accessed, written approval from the Fire Department is required for any new driveway, shared driveway, or private road, or for any significant change to any existing driveway, shared driveway or private road.
- C. ***Access to Town roads.*** For all uses, a written permit from the Durham Public Works Department is required prior to the construction or alteration, including paving and repaving, of any driveway, entrance, exit or approach within the limits of any right of way of the Durham roadway system.
- D. ***Standards of construction.*** For all uses, any section of a driveway located within the right of way of the Durham roadway system shall be built in conformance with the requirements of the Durham Public Works Department. The latest Policy and Procedure for Driveways and Other Accesses to the State Highway System, as published by the New Hampshire Department of Transportation, will be used to guide the design.
- E. ***Access onto State roads.*** For all uses, a written permit from the New Hampshire Department of Transportation is required prior to the construction or alteration of any driveway, entrance, exit or approach within the limits of any right of way of the State of New Hampshire roadway system.

175-113. Central Business District Special Conditions.

Exemptions. All proposed new development (including construction of new buildings and additions to existing buildings) may be exempt from the parking requirements for the number of spaces specified in the Site Plan Regulations within the Central Business District, provided that:

- 1. A one-time parking impact fee (as established in the Master Fee Schedule) is paid by the owner and/or developer for the number of spaces required less the number of on-site spaces provided.
- 2. The existing number of required parking spaces is not reduced by any proposed development unless approved as part of a property redevelopment plan by the Planning Board; and
- 3. The Planning Board waives the requirement for the number of parking spaces specified in the Site Plan Regulations, as part of the Site Plan Review based upon pertinent information provided by the applicant, Planning Department and any other interested party and an analysis of the parking demand of the use(s), parking capacity available from municipal parking and the parking capacity of other property owned by the applicant for the use(s). The parking demand of the use(s) may vary from the parking requirements specified in the Site Regulations. The waiver should be granted only if it is demonstrated that adequate parking exists and the impact on municipal parking by the proposed uses(s) will not be materially detrimental to existing uses in the CB District.