

## Sec. 6-2 General Provisions.

### Sec. 6-2.1 Parking and Loading Spaces Shall be Off-Street.

All off-street parking and loading spaces including maneuvering areas hereafter established shall be separated from an abutting street by a non-access curb or planted strip.

### Sec. 6-2.2 Size of Driveways.

Except when a driveway intersects a state or federal highway, the maximum width of a driveway into a parking, loading, or service area shall not exceed 35 feet exclusive of curb return radii and in such cases a curb return radius shall not exceed ten feet. In the case of a driveway, which intersects with state or federal highways, the width of such driveway shall not exceed 50 feet inclusive of curb return radii.

Except as set forth for compact cars under Sec. 6-3.1a., or as otherwise approved by the County Traffic Engineer for specific conditions that warrant greater or lesser standards, interior driveways shall be at least 25 feet wide where used with 90 degree angle parking, at least 16 feet wide where used with 60 degree angle parking, and at least 12 feet wide where used with 45 degree angle parking. Where used with parallel parking only, or where there is no parking, interior driveways shall be at least ten feet wide for one-way traffic movement and at least 20 feet wide for two-way traffic movement.

### Sec. 6-2.3 Location of Curb Cuts.

At intersection of all streets, except lanes and alleys, a curb cut shall be set back not less than 25 feet from the intersection of two curb lines or such lines extended, or shall be set back not less than 15 feet from the intersection of

two property lines or such lines extended, whichever is the less restrictive. Between the curb returns for any two driveways serving the same property there shall be at least 210 feet of curb except that this distance may be reduced to as little as five feet where it is demonstrated that restricted frontage makes this necessary in order to provide not more than two adequate driveways for the property.

Sec. 6-2.4 Off-Street Parking and Loading Space within a Required Setback.

No required off-street parking and loading space, including maneuvering areas for such off-street parking and loading space shall be established in a required front yard setback in any district except R districts.

Sec. 6-2.5 Other Use of Off-Street Parking and Loading Areas Prohibited.

No off-street parking or loading area shall be used for the sale, repair, dismantling, or servicing of any vehicles, equipment, materials, or supplies.

Sec. 6-2.6 Surfacing Requirements, Parking Areas, and Loading Areas.

Off-street parking areas for six or more cards, and off-street loading areas, and maneuvering areas and passageways established in connection with such facilities shall be provided with a dust proof surface with adequate drainage facilities.

Sec. 6-2.7 Buffer Required When Adjoining Property is Residential.

Where off-street parking, loading, or service areas are proposed to be located closer than fifty feet to a lot in any R zoning district or to any lot upon which the exists a dwelling as a permitted use under these regulations, and where such parking, loading or service areas are not entirely screened visually from such lot by an intervening building or structure, there shall be provided along the lot line a continuous visual buffer with a minimum height of six feet. Not such buffer shall extend nearer to a street right-of-way line than the established building line of the adjoining residential lot, and no buffer shall be required along a property line immediately adjoining and parallel to a lane. The buffer shall be a compact evergreen hedge or other type of foliage screening, or shall be combined fence and shrubbery screen, the later facing the adjoining residential lot.

Sec. 6-2.8 Require Off-Street Parking and Loading Areas Shall Not be Reduced.

Required off-street parking and loading areas shall not be reduced in size or encroached upon in any manner that will reduce the off-street parking and loading spaces below that required by these regulations.

Sec. 6-2.9 Board of Appeals Variance.

The Board of Appeals is authorized to vary the off-street parking and loading requirements, provided relief can be granted without impairment of the intent or purpose of these regulations.