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**THE TOWN OF KILL DEVIL HILLS  
NORTH CAROLINA**

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**PLANNING DEPARTMENT**

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March 09, 2020

Memorandum

To: Debbie Diaz, Town Manager

From: Cameron Ray, Assistant Planning Director

Subject: Draft Zoning Amendment—§153.076 Off-Street Parking and Loading

During the January 22, 2020 Board of Commissioners joint work session with the Planning Board, staff was given direction to re-draft an amendment to address off street parking issues related to large single family dwellings which had previously reviewed by the Board of Commissioners.

History:

The current ordinance does not specifically address large parking areas for single-family dwellings like it does for commercial structures. The most recent change to address larger single-family dwellings came in 2010, the Board of Commissioners amended §153.076 addressed parking regulations associated with SFD/Duplex structures from 4 bedrooms or less or 5 or more bedrooms. At that time, only one single family dwelling with more than 10 bedrooms had been constructed. The 1999 structure had 14 with on-site wastewater. Large single-family dwellings were not common at that time.

Since 2010, thirty (30) single family dwellings have been constructed, ranging from (12) bedrooms to (27) bedrooms. A large factor for the increase in large single family dwellings is the availability of off-site wastewater connection. This was made possible when the sewer force main was extended from Eighth Street to Fifth Street along Highway 12.

Alternatives:

At the joint work session several ideas were discussed and staff has converted those ideas into possible regulatory alternatives for consideration.

Each alternative proposes adding a third category for single-family and duplex structures with eleven required parking spaces or more. There are several alternatives that can be combined or

**ATTACHMENT NB-1B**

stand alone in an amendment. Staff request Board of Commissioners' direction on which of the following alternatives should be incorporated into a proposed zoning amendment to address several safety issues. The alternatives include but are not limited to the following:

1. Limit stacked parking not to exceed 6 vehicles to reduce long lines of cars that prevent access by emergency vehicles to the structure.
2. Require one access aisle designed open and unobstructed to the primary dwelling. Minimum access aisle width shall be ten feet within 20 feet of the front entrance.
3. Create incentives for requiring a marked access aisle (no parking). Increase setbacks for unmarked access aisle or maintain existing setbacks for marked no parking access aisles.
4. Require 10% of the total vehicle accommodation area include landscaping including aisles established within the interior of the vehicle accommodation area. (similar to commercial development). This would leave open areas for emergency vehicles to use.

Each alternative will be added to the existing requirements for single family and duplex dwellings with 5 or more bedrooms which reads as follows:

153.076 Dwellings with five or more bedrooms:

- a. A minimum of one but no more than two paved driveways of at least ten feet in width and not exceeding a single or combined width of 20 feet shall be permitted in this area. Parking setback shall be equal to the total width of the driveway(s) measured from the property line. Width of the driveway at the property line shall be maintained for a minimum of five feet. Driveways in the required parking setback area cannot be used for calculation of required parking.
- b. Parking setbacks shall be a minimum of five feet from the property line for both driveways and parking areas.
- c. Turn around area for properties abutting highways, thoroughfares and/or collector streets shall be within the designated parking area outlined in this section. Driveways with a minimum width of 20 feet may utilize the driveway area within the required setback as the turnaround area.

As was discussed before, because this is a single family dwelling by NCBC definition, enforcement of actual parking on site on a day to day basis will be difficult. However, any of the above alternatives will provide additional circulation and safety measures for the occupants of the dwelling in the event of an emergency.