

ARTICLE 12

OFF-STREET PARKING, STACKING, AND LOADING AREAS

12.1 Off-Street Parking, Stacking, and Loading Space Required

When any building or structure is erected, modified, and/or enlarged the requirements of this Section shall be met. For enlargements, modifications, or increase in capacity, the requirements of this Section shall apply only to such enlargements, modifications or increases in capacity. In cases of mixed occupancy, the minimum number of off-street parking and loading spaces shall be the cumulative total of individual use requirements unless otherwise specified.

12.2 Paving and Maintenance

All parking, stacking, and loading facilities shall be permanently paved and maintained by the owners or occupants as long as the use they serve exists, except as provided in Section 12.3 herein.

12.3 Standards for Parking in Residential Districts

- 12.3-1 Medium and Low-Density Lots. To enable emergency access to occupant area on *Lots of Record* equal to or greater than sixty (60') feet in width, but less than one hundred and twenty (120') feet in width, established after July 1, 2018, minimum required off-street parking space(s), whether enclosed or not, shall be recessed at least three feet and six inches (3'6") behind the primary front plane of the Conditioned Space of a residential structure.
- 12.3-2 High Density Lots. To enable emergency access to occupant area on *Lots of Record* less than sixty (60') feet in width, *alley* access by a "*privately maintained public access and utility easement*" is required if on-site parking is provided except as provided in Section 12.3-4 below.
- 12.3-3 Front or Side Entry Parking on High Density Lots. To enable emergency access to occupant area on *Lots of Record* less than sixty (60') feet in width, attached and detached single-family homes may be permitted to have front or side entry parking access if the following conditions are met:
 - (A.) For attached single-family homes, the minimum required off-street parking space(s), whether enclosed or not, may not abut one another unless connected to an alley in a privately maintained public access and utility easement.
 - (B.) Single or double bay side-loading off-street parking spaces, whether enclosed or not, shall be permitted for the end unit of an attached house provided the minimum required off-street parking space(s), whether enclosed or not, is recessed at least one foot and six inches (1'6") behind the primary plane of the conditioned space of a residential structure.
- 12.3-4 Reserved (*Amended October 28, 2024*)
- 12.3-5 Reserved (*Amended October 28, 2024*)
- 12.3-6 On-Street Parking Meeting Residential Parking Requirement. On-street parking at

the lot front may be counted toward all or part of the parking requirement of a dwelling unit provided the standards of sub-section 12.3- 5 above are satisfied.

- 12.3-7 Location of Detached Garages. Detached garages may only be placed in the established rear or side yard within the defined *Building Envelope*.
- 12.3-8 Storage of Vehicles on Street. Vehicles shall not be parked on the street for extended periods such that they appear to be stored on the street. The *Development Administrator*, at his/her discretion, may require removal of vehicles that appear to be stored on the street in the interest of protecting the public safety and welfare.
- 12.3-9 Parking of Commercial Vehicles. Vehicles used primarily for commercial purposes and with more than two axles are prohibited from parking on streets, or within the required front yard setback on private property in single-family residential districts (SFR-1, SFR-2, SFR-3, or SRF-MH) except in the rear yard of the primary structure. This shall not be construed as preventing the temporary parking of delivery trucks, moving vans, service vehicles, and similar vehicles which deliver goods or services.
- 12.3-10 Parking of Unlicensed Vehicles. Provisions for parking unlicensed vehicles in residentially zoned districts shall be as follows.
- (A.) No more than two (2) motor vehicles that do not have a current, valid license plate and are not fully enclosed in a permanent structure shall be permitted outside on any premises, provided such vehicles are registered to the occupant of the premises or immediate family member of the occupant as the record title of the vehicle.
 - (B.) No unlicensed motor vehicle shall be permitted outside of any premises (i.e., on the street).
 - (C.) Vehicles described in paragraphs (A.) and (B.) are not permitted to be located within any established setback or any established side yards which abut a street or any required side yards as mandated by these regulations or any street right-of-way. If stored in the rear yard, the vehicle(s) must be a minimum of five (5') feet off the rear property line.
 - (1.) Vehicles described in paragraphs (A.) and (B.) are not permitted on vacant or undeveloped parcels.
 - (2.) Vehicles described in paragraphs (A.) and (B.) are not permitted on public streets or public right of way.

12.4 Access

All parking, stacking, and loading facilities shall have paved vehicular access to a public street. Exception is made for single family residential dwellings in the AG district beyond the public road right-of-way.

12.5 Use for No Other Purpose

Land used to provide required parking, stacking, and loading shall not be used for any other purposes, except for temporary events. Use of land designated for and providing parking, loading, and/or stacking for other purposes shall be considered a violation of this Ordinance and subject to the penalty provisions of Article 23.

12.6 Requirements for Change in Use

If a change in use causes an increase in the required number of off-street parking, stacking, or loading spaces, such additional spaces shall be provided in accordance with the requirements of this Ordinance; except that if the change in use would require an increase of less than five (5%) percent in the required number of parking spaces or fewer than five (5) spaces, no additional off-street parking shall be required.

12.7 Accessible Spaces

Accessible spaces for the physically handicapped shall be provided as required by the North Carolina Building Code.

12.8 Bicycle Parking

All non-residential uses, except agricultural and agricultural based businesses, and all multi-family residential uses, including condos and townhomes with shared parking, shall include bicycle parking spaces in the amount, at a minimum, equal to five (5%) percent of the parking spaces required for automobiles. This area may be a designated parking space within the parking lot near the building or an area outside the parking lot adjacent to the building. The bike parking area must include bike rack(s) and/or locker(s).

12.9 Overflow Parking

Off-street areas used for special event parking (to accommodate occasional overflow volumes) may be used with pervious ground cover where such cover can sustain the traffic and use volumes; but if not, these areas shall be constructed of any dust-free, compacted, pervious ground cover where levels of use exceed the pervious material's capability to maintain a dust free condition. The owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition. Grass and mulch are examples of pervious ground cover; gravel and pavement are examples of impervious surfaces.

12.10 Parking of Over Size Vehicles in Residential Districts

In order to maintain both safety and the visual appeal of residential areas, over size vehicles such as recreational vehicles (RV's), water craft and accessories, towing trailers, and commercial vehicles, as per Section 12.3-9, shall not be parked or stored on the street in residential districts. RV's shall be licensed motor vehicles and shall not be occupied while parked or stored on any property.

12.10-1 Temporary Hardship Occupancy

Temporary occupancy of a recreational vehicle (RV) in a residential district may be authorized by the Development Administrator through the issuance of a Temporary Use Permit when a dwelling becomes uninhabitable due to fire, natural disaster, or another documented emergency beyond the property owner's control.

A Temporary Use Permit may be issued for a period not exceeding 365 days. One additional extension of up to 180 days may be granted if the property owner demonstrates that reasonable progress is being made toward repairing or replacing the dwelling.

The applicant shall provide documentation verifying that the dwelling is uninhabitable. Acceptable documentation includes a determination from the insurance company, fire department, or building official.

The Development Administrator may impose reasonable conditions necessary to protect the public health, safety, and welfare. Any approved temporary RV occupancy shall comply with all applicable utility and public health regulations, is nontransferable, and shall automatically expire upon occupancy of the repaired or reconstructed dwelling.

(Amended July 13, 2026)

12.11 Off-Street Parking Lots and Access Areas for Non-residential Development

Off-street parking is required to meet the needs of the employees, clients, and/or customers of the principal use. Due to the potential for parking areas to use a large percentage of a development site, efforts should be made to accurately estimate the parking needs of the principal use. Strategies such as shared parking and remote parking should be used to maximize the use of existing parking available in the area in which a use is to be located. Parking areas shall be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. The following standards shall therefore be met.

12.11-1 Location of Parking Lots. Parking lots shall be placed behind buildings where practical; persons who wish to vary from this standard will have to appeal to the *Development Administrator*. Side of the building parking will be permitted only as indicated by Building Type and shall be measured along the build-to line. Off-street parking is not permitted in front of the primary building facade, except where specified in an adopted street section, detailed as a public plaza, or as approved by the *Development Administrator* as part of site plan review and approval.

12.11-2 Limitation on Uninterrupted Areas of Parking. Uninterrupted areas of parking lot shall be limited in size. Large parking lots shall be broken by buildings and/or landscape features. See Figure 12.1 below:



Figure 12.1: Example of parking lot broken up by landscaping.

12.11-3 Enclosure of Parking Lots. Parking lots shall be enclosed by tree planting and/or building walls(s). Plantings shall be in accordance with the provisions of Section 11.6-4. For small

lots (thirty-six (36) spaces or less), landscaping shall be required at the perimeter; for large lots (more than thirty-six (36) spaces), landscaping shall be at the perimeter and placed to break the lot into parking areas of no more than thirty-six (36) spaces.

- 12.11-4 Pedestrian Corridors. Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. On small lots, this may be achieved by providing a sidewalk at the perimeter of the lot. On larger lots, corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the building(s). These corridors should be delineated by a paving material which differs from that of vehicular areas and planted to provide shade and an edge.

Small posts or bollards may be used to define/protect the pedestrian corridors. The minimum width of the sidewalk or pedestrian corridor shall be five (5') feet, with vehicle encroachment calculated as extending two (2') feet beyond curb or wheel stop.

- 12.11-5 Driveway Width. To maintain pedestrian comfort and calm the speed of entering traffic, driveways to parking areas should be no wider than twenty- four (24') feet. Driveways connecting to state roads shall meet the requirements of the NC Department of Transportation.

- 12.11-6 Interconnection of Parking Lots. To the extent practicable, adjoining parking lots serving non-residential buildings shall be interconnected. When vehicular connections are not practical, pedestrian walkways shall be provided to enable pedestrian connections between parking lots.

- 12.11-7 Paving of Parking Lots. All commercial driveway and parking areas shall be paved with asphalt, concrete, pervious pavement and/or pavers, or brick pavers except for areas used for overflow, special events, and peak parking. Any non-paved surface used for overflow, special events, and peak parking that cannot be maintained with healthy, living turf grass or similar ground cover shall be paved with asphalt, concrete, pervious pavement and/or pavers, or brick pavers. Paving shall not be required for:

- (A.) Overflow parking facilities for religious institutions, private clubs, lodges, or other similar nonprofit organizations.
- (B.) Parking areas for agricultural uses in the Agricultural (AG) District.
- (C.) Parking areas for manufacturing and industrial uses in the Industrial (IND) District provided they are constructed with an all-weather surface.
- (D.) Parking areas for tracked heavy construction equipment, skid-mounted equipment and similar equipment, provided they are constructed with an all- weather surface.

For paved parking areas, curb and gutter or an equivalent drainage system shall be provided along the periphery of the parking lot, except where it is determined by the *Development Administrator* that such system is not practical for storm drainage and/or water quality purposes. Access drives shall be paved and maintained free from defects from the curb-line to a point at least ten (10') feet beyond the public right-of-way line for all parking and loading facilities, whether paved or unpaved.

- 12.11-8 Minimize Dust and Erosion. All parking areas shall be graded, properly drained, stabilized, and maintained to minimize dust and erosion.
- 12.11-9 Marking of Parking Spaces. All parking spaces and stacking lanes shall be clearly identified with paint lines, bumper guards, curbs, or similar treatment.
- 12.11-10 Wheel Guards or Curbs Required. All parking spaces abutting the perimeter or a landscape island shall be provided with wheel guards or curbs located so that no part of the parking vehicle will extend beyond the property line or encroach into a required planting area.
- 12.11-11 Reduction in Number of Spaces. Unless there is a change in use requiring a lesser number of spaces, the number of spaces shall not be reduced below the minimum requirements of this Article except as provided for in Section 12.6 (Requirements for Change in Use).
- 12.11-12 Parking Space Dimension. The minimum size for parking spaces shall be nine (9) feet by eighteen (18') feet as shown in the *Stallings Technical Standards & Specifications Manual*.
- 12.11-13 Plug-in Electric Vehicle (PEV) Charging Stations. Hotels and/or motels shall provide PEV charging stations within designated parking spaces for a minimum number equal to four (4%) percent of all guest rooms.

Restaurants shall provide a PEV charging station within a designated parking space.

- 12.11-14 Lighting and Illumination. All light fixtures (freestanding, flood, or any other form of light fixture) shall be provided with full cut-off fixtures, visors, or any other suitable directional control to direct light either downward or directly on the appropriate building. Wall pack lighting is not permitted.

No light fixture shall create any glare or spillover lighting effects on any residential properties or streets.

Freestanding light fixtures along all public residential street systems and all internal privately maintained street systems shall not exceed nineteen feet in total mounted height and shall consist of a decorative fixture that shields the source of light away from neighboring properties. Residential streets shall utilize the Open Traditional design on a twelve (12') foot black finished type "A" fiberglass pole.

Lighting located within parking lots may not exceed thirty-three (33') feet in total mounted height. Parking lot lighting shall consist of a fixture that shields the source of light away from neighboring properties and direct the illumination to the ground's surface.

Lighting installations should include timers, dimmers, and /or sensors to reduce overall energy consumption and unnecessary lighting.

Lighting levels for canopies and awnings of commercial facilities shall be adequate only to facilitate the activities taking place in such locations and shall not be used to attract attention to the businesses. Lighting fixtures mounted on canopies shall be recessed so that the light's lens cover is recessed or flush with the bottom surface (ceiling) of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained. Canopies shall be constructed of non-light-emitting material.

12.12 Off Street Parking Requirements

Table 12.1 outlines the maximum parking requirements for designated parking areas. Sufficient off-street parking is essential to meet a building's or development's specific needs.

(A.) Minimum and Maximum Off-Street Parking Requirements:

1. Table 12.1 establishes minimum and maximum parking spaces to ensure adequate off-street parking while preventing underutilized parking areas.

(B.) Parking Requirements for Unlisted Uses:

1. For uses not listed in Table 12.1, parking, stacking, and loading requirements will follow those of the most similar use category, as determined by the Development Administrator.

(C.) Exclusions and Clarifications:

1. Residential Driveways: Residential driveways are considered parking areas and are required but do not count as off-street parking. Garages do not count as parking spaces.
2. Existing Developments: This ordinance applies to new developments only. Existing developments are not required to comply unless altered or a change of use or expansion results in additional parking.

Table 12.1 Parking Spaces to be Provided

Residential	Minimum Automobile Spaces	Maximum Automobile Spaces
Dwelling, Residential (detached, attached, & mobile)	1 driveway space per unit 25' driveway length min	N/A driveway space per unit 25' driveway length min
Dwelling, Accessory Structure	1 driveway space per structure	2 driveway spaces per structure
Dwelling, multi-family (3 or more units)	1 per unit	3 per unit

Public Facilities & Institutions	Minimum Automobile Spaces	Maximum Automobile Spaces
Schools & Daycares	1 per 1,000 SF of GFA	3 per 1,000 SF of GFA
Civic Facilities	1 per 1,000 SF of GFA	3 per 1,000 SF of GFA
Places of Worship	1 per 1,000 SF of GFA	5 per 1,000 SF of GFA
Assisted Living/Group, Family, & Nursing Homes	1 per 1,000 SF of GFA	3 per 1,000 SF of GFA
Hospitals	2 per 1,000 SF of GFA	6 per 1,000 SF of GFA

Offices & Services	Minimum Automobile Spaces	Maximum Automobile Spaces
Professional/Medical Offices & Services	1.5 per 1,000 SF of GFA	5 per 1,000 SF of GFA
Hotels and Motels	1.5 per 1,000 SF of GFA	5 per 1,000 SF of GFA

Commercial & Retail	Minimum Automobile Spaces	Maximum Automobile Spaces
Retail Sales, Restaurants, and General Commercial	1.5 per 1,000 SF of GFA	5 per 1,000 SF of GFA

Industrial & Manufacturing	Minimum Automobile Spaces	Maximum Automobile Spaces
Industrial, Manufacturing, and Warehouse Facilities	0.5 per 1,000 SF of GFA	2 per 1,000 SF of GFA

Recreation & Entertainment	Minimum Automobile Spaces	Maximum Automobile Spaces
Parks	1 per 10,000 SF of land	5 per 10,000 SF of land
Athletic Fields, Sports Facilities, and Golf Courses	1.5 per 1,000 SF of Field or Court Area	5 per 1,000 SF of Field or Court Area
Athletic Courts as Accessory Use	0.5 per court	2 per court
Fairgrounds, Amusement Parks	1.5 per 1,000 SF of Activity Area	5 per 1,000 SF of Activity Area

(Amended November 25, 2024)

12.13 Off-Street Parking Exceptions

The following exceptions to the off-street parking requirements of section 12.11 shall be permitted.

- 12.13-1 Existing Buildings in the TC District. In the Town Center (TC) District existing buildings that were legally constructed as of January 1, 2016 without the provision of on-site parking shall be construed conforming as to parking. Such buildings are eligible for change of use permits, and for building up-fits. Additions to an existing building in the Town Center (TC) District shall be required to satisfy the standards and specifications of this Article for new building additions only.
- 12.13-2 Parking Reduction in TC District. In the Town Center (TC) District, the off-street parking requirements of this Article shall be reduced fifty (50%) percent for all uses where shared and/or remote parking provisions are made in accordance with Sub-section 12.13-8 below.
- 12.13-3 Fee in Lieu in TC District. In the Town Center (TC) District, uses may provide a fee in lieu

of providing any, or all, of the off-street parking required by this Article. This fee shall be in the amount determined by the Town of Stallings and based on the cost of providing parking (including land costs, development costs, and maintenance costs) in the Town Center (TC) District. Such fee(s) shall be used by the Town for the provision and maintenance of parking in the Town Center (TC) District. Any fee collected in lieu of providing the required parking for a particular business or use shall be held in a separate fund and used to provide or maintain parking that can be used by clients, customers, employees, and others frequenting that business or use. Such parking shall be located within a reasonable distance (not more than one thousand three hundred and fifty (1,350) feet as measured along pedestrian ways) of the business or use providing the fee in lieu.

- 12.13-4 On-Street Parking for Multi-Family Residential Buildings. Residential buildings meet or contribute to meeting parking requirements with on-street parking if the fronting street is specifically designed to meet the parking needs of the residential buildings.
- 12.13-5 Parking on Streets in Residential Districts. Parking shall be allowed along all streets in residential districts except along alleys, designated bike lanes, and areas specifically signed for no parking. Vehicles shall park so as not to block access to intersections and driveways to properties.
- 12.13-6 No Off-street Parking Facilities in Street Right-of-Way. In no case shall off-street parking extend into the public street right-of-way or into an easement for a public sidewalk on private property.
- 12.13-7 Storage of Vehicles on Street. Vehicles shall not be parked on the street for extended periods such that they appear to be stored on the street. The *Development Administrator*, Code Enforcement Officer, or Chief of Police at his/her discretion, may require removal of vehicles that appear to be stored on the street in the interest of protecting the public safety and welfare. In the event provisions of this section conflict with the provisions of a Street, Traffic and Parking Ordinance; the Street, Traffic and Parking Ordinance shall prevail.
- 12.13-8 Shared and Remote Parking
- (A.) Shared parking. The *Development Administrator* may approve the joint use of up to one hundred (100%) percent of the required parking spaces for two or more (2+) uses located on the same parcel or adjacent parcels; provided that the developer can demonstrate that the uses will not overlap in hours of operation or in demand for the shared spaces. Any sharing of required parking spaces by uses located on different parcels shall be guaranteed by a written agreement between the owner of the parking area and the owner of any use located on a different parcel and served by the parking area. Should the use(s) change such that the new use(s) overlap in hours of operation or in demand for the shared spaces, the shared parking approval shall become void. Parking facilities meeting the requirements of this Article shall then be provided for each use.

Parking agreements shall be for a minimum of five (5) years, shall run with the property, and shall be recorded in the office of the Register of Deeds for Union County. A sidewalk or other pedestrian way shall connect the shared parking area to the uses for which

parking is being provided.

- (B.) Remote parking. If the required number of parking spaces for any use cannot be reasonably provided on the same lot on which the principal use is located, such parking space may be provided, for up to a maximum of fifty (50%) percent of the required parking, on any land within seven hundred and fifty (750') feet walking distance of the property on which the principal use is located, provided that the standards and specifications for the district in which the remote parking space is located permit the principal use which the parking spaces serve and, provided further, that no crossing of a major thoroughfare is required to travel from the use to the remote parking spaces, unless the pedestrian may access the remote parking by crossing said thoroughfare at a signalized crosswalk. Uses that cannot provide the remaining fifty (50%) percent of the required parking on-site must pay a fee-in-lieu or otherwise comply with the off-street parking requirements. Any remote parking spaces located on a different parcel than the use for which the remote parking spaces serve shall be guaranteed by a written agreement between the owner of the remote parking area and the owner of the use located on a different parcel and served by the remote parking area. Parking agreements shall be for a minimum of five (5) years, shall contain a provision that the agreement runs with the property, and is binding on all parties, their heirs, and assignees. The agreement shall be recorded in the office of the Register of Deeds for Union County.

12.14 Loading Spaces

Off-street loading spaces shall be provided to allow for delivery, loading, and similar activities to occur in a safe, designated area that will not impede the flow of traffic or block pedestrian or vehicular access.

- 12.14-1 Location. Off-street loading spaces shall be located on the same zone lot as the use they serve except in the Town Center (TC) District where spaces may be off-site and shared with other uses provided the cumulative number of spaces required for combined uses meets the requirements of Section 12.14-4 herein.
- 12.14-2 Minimum Size. The minimum size for off-street loading space(s) shall be two hundred and fifty (250) square feet with a minimum width of ten (10) feet.
- 12.14-3 Arrangement. All off-street loading spaces shall be arranged and marked to provide for orderly and safe unloading and loading and shall not hinder the free movement of vehicles and pedestrians. All loading and unloading maneuvers shall take place on private property. No backing in from street or maneuvering on right-of-way shall be permitted, except in the Town Center (TC) District
- 12.14-4 Minimum Number of Loading Spaces Required

Table 12.2

Type of operation	Gross Floor Area in	
	square feet	Number of loading spaces required
	square feet	

Retail including restaurant and dining facilities within hotels and office buildings	1 - 10,000	0
	10,001 - 50,000	1
	50,001 – 125,000	2
	For each additional 125,000 square feet or fraction thereof	1 additional
Office buildings and hotels	1 – 100,000	1
	For each additional 100,000 square feet or fraction thereof	1 additional
Industrial and wholesale	1 – 40,000	1
	40,001 – 100,000	2
	100,001 – 160,000	3
	160,001 – 240,000	4
	240,001 – 320,000	5
	320,001 – 400,000	6
	For each additional 90,000 square feet or fraction thereof	