

4.11 Off-Street Loading Regulations.

Intent – These Off-Street Loading Regulations are intended to provide for the provision of *Off-Street Loading Areas* which are adequate to support the needs of the proposed use and future uses of a site while at the same time assuring that the design and construction of such *Off-Street Loading Areas* meet minimum design standards necessary to provide efficient circulation and prevent undue traffic congestion.

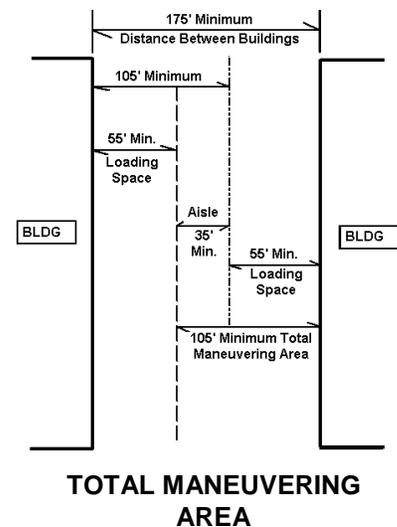
A. Loading for Buildings, Structures or Uses.

All commercial or industrial development or conversions of use for which an *Improvement Location Permit* is required by this Ordinance shall provide *Off-Street Loading Areas* in accordance with the following regulations.

B. Design and Construction of Loading Areas.

The following standards shall apply to the design of *Off-Street Loading Areas*:

1. Loading Space Dimensions - A required or excess *Off-Street Loading Space* shall be at least twelve (12) feet in width by at least fifty-five (55) feet in length, exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least fifteen (15) feet.
2. Minimum Aisle Width - Each required *Off-Street Loading Space* shall open directly upon an aisle or *Interior Access Drive* with a width of at least thirty-five (35) feet and creating a total maneuvering area, inclusive of the *Loading Space*, of at least one-hundred and five (105) feet, unless subject to the provisions of Article 4.11, C, below.
3. Maneuvering - Each maneuvering area, aisle and *Interior Access Drive* shall be so designed and located as to provide safe and efficient ingress/egress to each *Loading Space* and so that trucks do not back from or into a *Public Street*, or onto an adjoining property (unless the subject property and the adjoining property are located within the same *Industrial Park* and such maneuvering area is subject to a recorded easement allowing such maneuvering).

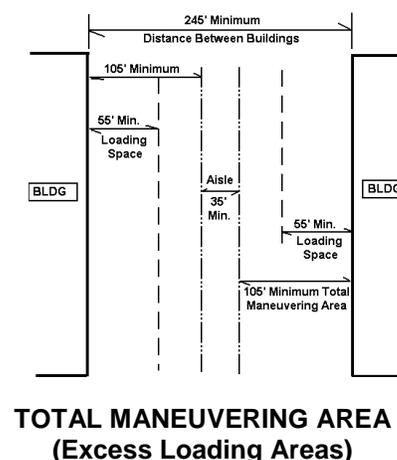


C. Design of Excess Loading Areas.

Any use which provides *Loading Spaces* at a rate of greater than four (4) *Loading Spaces* and more than two (2) times the minimum required by this Ordinance shall provide a total maneuvering area of at least one-hundred and five (105) feet which is separate and distinct from the minimum aisle width requirement of thirty-five (35) feet.

D. Alternate Design for Loading Areas.

In those instances where insufficient area exists to provide for perpendicular *Loading Spaces* as allowed by Article 4.11, B., above, or Article 4.11, C., above, angled or parallel *Loading Spaces* may be proposed, provided:



**Article 4.11
Loading**

1. the design of such *Loading Area* shall include either a one-way traffic pattern or orients the *Loading Spaces* so that traffic flow from the *Loading Spaces* is in the direction of traffic movement on the side of aisle on which the *Loading Spaces* are located;
2. the *Loading Spaces* are accessed by an aisle or *Interior Access Drive* having a width of not less than thirty-five (35) feet plus sufficient maneuvering area outside of the aisle of the *Interior Access Drive*, based upon the angle of the *Loading Spaces*, to provide safe and efficient maneuverability; and,
3. the design of such angled or parallel *Loading Spaces* shall be subject to the approval of the *Town Engineer*.

E. Location of Off-Street Loading Spaces.

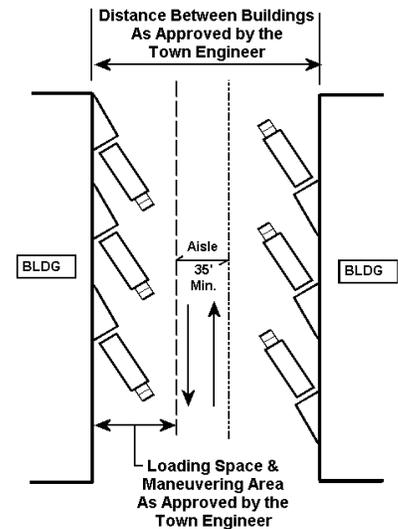
1. All *Loading Spaces* shall be located on the same *Lot* as the use served.
2. All *Loading Spaces* shall be oriented toward a *Side* or *Rear Lot Line*.
3. No *Loading Space* shall be located between the *Front Lot Line* and the front line of any portion of the *Building* served unless the Orientation of Loading Space Development Incentive is used per Article 5.4.4.a.
4. No *Loading Space* shall be located in a required *Side* or *Rear Yard* or required side or rear *Bufferyard*.
5. Office, professional services, retail or other non-industrial uses may provide one (1) required *Loading Space* per *Building* in a "pull-off" *Loading Area* located adjacent to an *Interior Access Drive*. A "pull-off" *Loading Area* shall not be subject to the prohibition against being located between the *Front Lot Line* and front facade of any portion of the *Building* served set forth in Article 4.11, E., 3, above.

F. Use of Required Loading Area.

Space allocated for required or excess *Off-Street Loading Spaces* and associated maneuverability shall not be used to satisfy *Off-Street Parking Space* requirements.

G. Surface of Loading Areas.

All *Off-Street Loading Areas* and the ingress/egress to and from such *Off-Street Loading Areas* shall be hardsurfaced with asphalt, concrete or other material to provide a dust-free surface. A gravel surface may be used for a period not to exceed six (6) months after the commencement of the use for which the *Loading Area* is provided, where ground or weather conditions are not immediately suitable for permanent surfacing as specified herein.



**ALTERNATE DESIGN
FOR LOADING AREAS**



Pull-Off Loading Area

H. Minimum Number of Off-Street Loading Spaces.

Off-Street Loading Spaces for all uses shall be provided in accordance with the minimum requirements set forth in Table 4.11-A.

Table 4.11-A: Required Off-Street Loading		
Use	Gross Floor Area of Building (Square Feet)	Required Number of Loading Spaces
Office / Professional Service	< 20,000	0
	20,000 – 100,000	1
	100,000 – 200,000	2
	Each Additional 200,000 or portion thereof	1 Additional
Retail	< 10,000	0
	10,000 – 25,000	1
	25,000 – 60,000	2
	60,000 – 120,000	3
	Each Additional 100,000 or portion thereof	1 Additional
Industrial	< 10,000	0
	10,000 - 40,000	1
	40,000 - 100,000	2
	100,000 - 200,000	3
	Each Additional 200,000 or portion thereof	1 Additional
Other Non-Residential	< 10,000	0
	10,000 – 100,000	1
	Each Additional 100,000 or portion thereof	1 Additional

I. Special Regulations for Gasoline Service Stations.

The site design of any *Gasoline Service Station* shall provide for the safe and efficient ingress and egress to the site for fuel delivery vehicles and an area for such fuel delivery vehicles to park while unloading which does not interfere with or impede ingress or egress to or from any *Public Street*.