

**DESIGN STANDARDS AND SPECIFICATIONS FOR
PARKING AND DRIVEWAY SURFACES**

WHEREAS the City of Goshen intends to require all new or expanded parking areas, driving aisles, and driveways in residential, commercial and industrial areas to be constructed of durable, hard surfaces;

WHEREAS the City of Goshen, through its Board of Public Works and Safety, previously adopted certain Design Standards and Specifications for Parking and Driveway Surfaces;

WHEREAS the City of Goshen desires to revise the Design Standards and Specifications for Parking and Driveway Surfaces; and

WHEREAS the standards established below shall be part of the Board of Public Works and Safety Design Standards and Specifications which are included as an appendix to the Goshen City Code.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Board of Public Works and Safety that:

1. All new or expanded parking areas, driving aisles, and driveways serving residential, commercial, and industrial real estate within the developmental jurisdictional limits of the City of Goshen shall be constructed with a durable, hard surface.

a. Durable, hard surface for residential use shall be all-weather paving materials such as asphalt, concrete, or paving brick capable of carrying a wheel load of four thousand (4,000) pounds without damaging the surface.

b. Durable, hard surface for commercial or industrial use for employee parking and all customer traffic and parking shall be all-weather paving materials such as asphalt, concrete, or paving brick capable of carrying a wheel load of four thousand (4,000) pounds without damaging the surface.

c. Durable, hard surface for commercial and industrial vehicle use shall be constructed with a hard surface adequate to support the weight of the vehicles anticipated to use such surfaces, and maneuvering of vehicles, without damaging the surface.

2. If a commercial or industrial parking area requires striping to delineate parking spaces or where the parking area is expanded by fifty percent (50%) or more, whether such increase occurs at one time or in successive stages, all existing parking areas, driving aisles, and driveways must be improved to a durable, hard surface in addition to the new construction. Any residential driveway or parking improvements which increase the overall area of a

driveway and/or parking outside the City's right-of-way must be improved to a durable, hard surface.

3. If a commercial or industrial primary building is expanded by more than thirty-three percent (33%), whether such increase occurs at one time or in successive stages, all proposed and existing parking areas, driving aisles, and driveways serving the building must be improved to a durable, hard surface. If any residential building, including a garage, is expanded by more than thirty-three percent (33%), all proposed and existing parking areas, driving aisles, and driveways must be improved to a durable, hard surface.

4. Areas used for outside storage or inventory storage in commercial or industrial zoned areas are not considered parking areas for the purpose of these standards and specifications.

5. All parking areas, driving aisles, and driveways shall be properly maintained including immediate repair of any damaged areas.

6. Applications for relief from these standards and specifications may be made in writing to the Board of Public Works and Safety. Any relief from the standards and specifications granted by the Board of Public Works and Safety shall include all conditions upon which relief from the standards and specifications is granted, including, but not limited to the type of material allowed, whether an alternative surface may be used on only a portion of the proposed area, or whether the modification is temporary. The Board of Public Works and Safety may grant the relief from the requirement for a durable, hard surface under the following circumstances:

a. The Board of Public Works and Safety finds that the parking area is used for non-residential purposes, is overflow parking, is infrequently used, and exceeds the minimum parking standards found in the Goshen Zoning Ordinance;

b. The Board of Public Works and Safety finds that the parking area or drive is located on land zoned Agricultural A-1 and is used principally for agricultural or another use for which requiring parking areas of a durable, hard surface is not reasonable or practical; or

c. After weighing the factors described in subparagraphs i, ii, iii, and iv below, and the unique attributes of the real property on which the parking area or drive is intended to be located, the Board of Public Works and Safety finds that the neighborhood in which the proposed parking area or drive is located is residential and granting relief from the existing standards and specifications would not be injurious to the public health, safety, and general welfare, and would not affect the aesthetic appeal of the neighborhood in an adverse manner:

i. Whether driveways in the surrounding neighborhood are not of a durable, hard surface, and whether there is a strong likelihood such surrounding driveways will be constructed of a durable, hard surface in the future;

ii. Whether the real property on which the proposed parking area or drive is located has access to on-street parking;


iii. Whether the real property on which the proposed parking area or drive is located has a one lane or multiple lane driveway; and

iv. Whether the requirement of a durable, hard surface would be unrealistic and excessive.


Relief shall not be granted under this Paragraph c. for new construction of residential improvements on real property.

In no event may loose materials used for a parking area or a driveway pursuant to relief granted under this paragraph be located adjacent to a sidewalk, street surface, or other public hard surface such that a reasonable likelihood exists that loose materials will migrate from the parking area or driveway onto the sidewalk, street surface, or other public hard surface.

PASSED and ADOPTED on November 16, 2020.



Jeremy Stutsman, Mayor



Mary Nichols, Member



Michael Landis, Member