
ARTICLE X
OFF-STREET PARKING AND LOADING

§ 1001 Required Number of Off-Street Parking Spaces.

1. Requirement.
 - A. Each use established, enlarged, or changed in any district shall provide and maintain off-street parking spaces in accordance with Table D (in the Parking Appendix) and the regulations of this Article.
 - B. Uses not specifically listed in Table D shall comply with the requirements for the most similar use listed in Table D.
 - C. Where a proposed use contains or includes more than one type of use (regardless of whether each use is listed in Table D or is an unlisted use), the number of parking spaces required shall be the sum of the parking requirements for each separate use, except as may be allowed under this Chapter.
 - D. Where the computation of required parking spaces does not result in a whole number, any percentage over 0.50 shall count as one.
2. Conditional Reduction in Off-Street Parking Area.
 - A. Intent. To encourage the minimizing of impervious surfaces, while ensuring adequate parking will be provided. To recognize that unique circumstances may justify a reduction in required parking.
 - B. Following a review and recommendation by the Planning Commission, the Zoning Hearing Board may permit a reduction, through the Special Exception review process of this Chapter, of the number of parking spaces to be initially developed as required by this Article, provided each of the following conditions are satisfied:
 - (1) The Applicant shall demonstrate to the Board, using existing and projected (five years) employment, customer, resident or other relevant data, that a reduction in the off-street parking spaces to be initially developed as required by Section 1701.A. is warranted.
 - (2) The Applicant shall submit plans that show how the total parking required by this Chapter associated with site build-out will be accomplished, as needed, in the future.
 - C. The plans shall clearly designate which of these parking spaces are proposed for immediate use and which spaces are proposed to be conditionally reserved for potential future use. The portion of the required parking spaces conditionally reserved for potential future use shall not be within areas for required buffer yards, setbacks, or areas which would otherwise be unsuitable for parking spaces due to the physical characteristics of the land or other requirements of this Ordinance.
 - D. The Applicant shall enter into an agreement with the Township requiring the Applicant

to (a) maintain each conditionally reserved parking area as attractively landscaped open space unless needed for parking and (b) convert some or all of the conditionally reserved area to additional off-street parking if at any time the Board finds that additional parking is needed.

- E. This agreement shall be recorded to the deed as a covenant running with the land.
- F. The Zoning Officer shall bring the parking reduction agreement to the Board for reconsideration if the Zoning Officer determines that the reduced parking is not meeting actual needs, based upon field investigations.

§ 1002 General Regulations for Off-Street Parking.

1. General. The parking spaces and accessways shall be laid out in a safe and efficient method that takes into account the location of access to the property, loading areas, pedestrian circulation and any drive-thru facilities.
2. Existing Parking. Structures and uses in existence at the effective date of this Ordinance shall not be subject to the requirements of this Article, provided that the kind of use is not changed or expanded and that any parking facility now serving such structures or uses shall not in the future be reduced to an amount less than that required by this Ordinance.
3. Changes in Use. Whenever a building or use (including those specified in this Chapter is changed or enlarged in floor area, number of employees, number of dwellings, seating capacity or otherwise to create a need, based upon the requirements of this Chapter for an increase of 10 percent or more in the number of existing parking spaces, the number of total spaces to be provided shall be based upon the total parking that would be required for the entire existing and proposed use.
4. Continuing Obligation.
 - A. All required parking facilities shall be provided and maintained so long as the use which the facilities were designed to serve still exists.
 - B. Off-street parking spaces shall not be reduced in number except when such reduction is in conformity with the requirements of this Article.
5. Conflict With Other Uses. No parking area shall be used for any other use that interferes with its availability for the parking need it is required to serve. Required parking spaces shall not be used for storage or display of materials or vehicles for sale.
6. Location of Parking. Required off-street parking spaces shall be on the same lot or abutting lot with the principal use served.
7. Joint Parking Lots.
 - A. Two or more uses may provide for required parking in a common parking lot, provided that the total number of spaces in such lot shall not be less than the sum of the spaces required for each use individually (except as provided below).

- B. The applicant may seek to prove that the parking requirement should be reduced under the provisions of this Chapter. because the uses would have their peak parking at different times of the day or have overlapping customers.
- C. If two (2) separate principal business uses on separate abutting lots develop a shared driveway system and an integrated shared parking lot, the number of required parking spaces for each use shall be reduced by 10 percent.

§ 1003 Design Standards for Off-Street Parking.

1. General Requirements for Nonresidential Uses.

- A. Every parking facility shall be designed so that its use does not constitute a nuisance, hazard or unreasonable impediment to traffic.
- B. Every parking area shall be at arranged for orderly, safe movement.
- C. No parking area shall be designed to require or encourage parked vehicles to back into a public street in order to leave a parking space, except for a single family, two-family, or townhouse dwellings with its access onto a local street or parking court.
- D. Every required parking space shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the movement of any other vehicle.
- E. No parking area shall be located in the required buffer yard. within a future street right-of-way or within a required paved area setback.
- F. No parking or other paved area shall be located within 10 feet of a septic system absorption area.
- G. Defined Traffic ways. All parking areas shall include clearly defined and marked traffic patterns. In any lot with more than 30 off-street parking spaces, raised concrete curbs and landscaped areas shall be used to direct traffic within the lot. Major vehicular routes shall be separated as much as is reasonable from major pedestrian routes within the lot.
- H. Separation from Street. All areas for off-street parking, off-street loading and unloading and the storage or movement of motor vehicles shall be physically separated from the street by a raised curb, planting strip, wall or other suitable barrier against unchanneled motor vehicle entrance or exit, except for necessary and approved vehicle entrances and exits to the lot. Such planting strip shall have a minimum width of 20 feet unless a wider width is required by Township. As part of any change in the type of non-residential principal use or any expansion of a non-residential principal use, the requirements of this section shall be met.
- I. Stacking. Each lot shall provide adequate area upon the lot to prevent back-up of vehicles on a public street while awaiting entry to the lot, or while waiting for service at a drive-thru facility.

2. Size and Marking of Parking Spaces.

- A. Each parking space shall be a rectangle with a minimum width of 9 feet and a minimum length of 18 feet, except:
 - (1) That the minimum length shall be 22 feet for parallel parking.
 - (2) That if a lot includes more than 100 parking spaces, a maximum of 5 percent of the required spaces may be a rectangle with a minimum width of 8 feet and a minimum length of 16 feet, provided that those spaces are designated as "Compact Cars Only" and provided that those spaces are distributed in different portions of the lot and do not include the most desirable spaces in the lot.
- B. All spaces shall be marked to indicate their location, except those of a single family or two-family dwelling.

3. Aisles.

- A. Each aisle providing access to stalls for one-way traffic only shall be at least the minimum aisle width specified as follows:

Angle of Parking	Minimum Width	Aisle
Parallel or 30 degrees	12 feet	
45 degrees	14 feet	
60 degrees	18 feet	
90 degrees	20 feet	

- B. Each aisle providing access to stalls for two-way traffic shall be at least 24 feet in width, except a width of 20 feet may be allowed for areas of parking for employees primarily for 8 hours or longer.
- C. Maximum length of parking aisle - 200 feet.

4. Access Drives and Driveways.

- A. Width of Driveway/Accessway at Entrance onto Public Street (within the public right-of-way)

	<u>1-Way Use</u>	<u>2-Way Use</u>
Minimum	12 feet	20 feet
Maximum	20 feet	35 feet

- B. Maximum Grades of Driveways.
 - (1) Driveway serving 1 dwelling unit or agricultural use - 12% maximum grade.
 - (2) Any other driveway or accessway - 10% maximum grade.

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- (3) Initial 20 feet from the edge of a cartway of a public street - maximum of 5% grade.
 - (4) Any stricter requirements that may be in the Subdivision and Land Development Ordinance shall apply.
 - C. Drainage. Adequate provisions shall be made to maintain uninterrupted parallel drainage along a public street at the point of driveway or access drive entry.
 - D. Separation Between Driveways. At least 50 feet shall be provided between any 2 accessways or driveways along one street along one lot.
 - E. Separation from Intersection. No access drive or driveway shall open onto a public street less than 80 feet from the existing right-of-way line of any intersecting public street.
 - F. State Permit. Where there will be new or intensified access to a State street, a State Highway Occupancy Permit shall be obtained.
 - G. Sight Distance for Driveways. See sight distance criteria within Chapter.
 - H. Driveway Setback from Residential Lot Lines. The following minimum setbacks shall apply for a driveway from the abutting lot line of an existing or approved residential lot, unless shared or converged driveways are specifically approved by the Township:
 - (1) No setback required if buildings are attached along the subject lot line or where the Township approves or requires shared parking lots across the subject lot line,
 - (2) 10 feet on any other lot.
 - (3) Outside any drainage/utility easement unless approved by the Township Board of Supervisors by a recorded deed easement agreement.
 - (4) 20 feet from any wetland.
5. Paving, Grading and Drainage.
- A. Driveways shall be paved at least to the setback line of the lot.
 - B. Except for areas that are landscaped and so maintained, all portions of required parking and off-street loading facilities, including driveways, shall be graded, and drained in ways necessary to prevent dust, erosion or excessive water flow across streets or adjoining properties.
 - C. Gravel surfaces on portions of parking areas shall be permitted by the Zoning Officer if the applicant proves to the satisfaction of the Zoning Officer that that parking area will be used primarily for long-term storage or will be used less than 14 days in any calendar year.
6. Nighttime Illumination.
- A. Any parking area of 10 or more spaces designed for use during night hours shall be adequately illuminated for security purposes at no cost to the Township.
 - B. See also "Light, Glare" in this Chapter.

7. Paved Area Setbacks (including Off-Street Parking Setbacks).

- A. Intent. These setbacks are required to ensure that parked or moving vehicles within a lot do not obstruct sight distance or interfere with pedestrian traffic. These setbacks are also intended to aid in storm water management along streets.
- B. Uses Within the Paved Area Setback. The setback areas required by this section, together with any existing or future tight-of-way area that is not used as a cartway, street shoulder or on-street parking, shall be maintained in grass or other appropriate natural groundcover and shall not be covered with paving, except for approved driveway or accessway entrances and any concrete sidewalks of 6 feet wide or less. Storm water control facilities that are not impervious may be located within the paved area setback. No fence or parking or storage or display of vehicles or items for sale or rent shall be located within the paved area setback. A permitted freestanding sign may be Permitted in this setback area.
- C. This setback area, along with any curbing, shall be designed to prevent vehicles from entering or exiting the lot at locations other than approved driveways.
- D. The following minimum paved area setbacks shall apply:

If a paved area abuts:	Minimum paved area setback (Measured from future right-of-way line)
Expressway or expressway ramp or arterial street:	
For lot with 2 acre or less of impervious coverage	20 feet
For lot with more than 2 acres of impervious coverage	30 feet
Collector or local street	20 feet

- E. Buffer Areas Between Uses. See Buffer Area requirements.
- F. Setback from Commercial and Industrial Buildings. All paved areas, except concrete sidewalks, shall be set back a minimum of 5 feet from the exterior structural walls of any commercial or industrial building. This setback shall not apply to driveways entering into a garage, loading/unloading area, vehicle service bay or attached carport. This setback is intended to allow sufficient area for firefighting, sidewalks and foundation landscaping.
- G. Mulch beds shall not be placed within 3 feet of the building structure.

8. Paved Area Landscaping.

- A. Intent. This section is primarily intended to reduce the thermal pollution of surface waters from parking lot runoff.
- B. Any lot that would include more than 15 parking spaces shall be required to provide landscaped areas within the paved area. This required landscaped area shall be equal to a minimum of 10 percent of the total paved area. A maximum of 15 consecutive and

contiguous parking spaces in a row shall be allowed without being separated by a landscaped concrete curbed area. At least one deciduous tree shall be placed in each concrete curbed area.

- C. One deciduous tree shall be required for every 3000 square feet of paved area. This number of trees shall be in addition to any trees required by any other section of this Ordinance or by the Subdivision and Land Development Ordinance.
- D. Trees required by this section shall meet the following standards:
 - (1) Type of Trees Permitted. Required trees shall be chosen from the following list of approved street trees, unless the applicant proves to the satisfaction of the Zoning Officer that another type of tree would shade paved areas, be resistant to disease, road salt and air pollution. If more than twenty (20) trees are required, no more than sixty (60) percent shall be of any one (1) type.

Types of Trees Permitted	
Tilia cordata - Little Leaf Linden	Acer saccharum - Sugar Maple
Acer rubrum - American Red Maple	Celtis occidentalis - Common Hackberry
Fraxinus pennsylvanica - Green Ash	Fraxinus americana - White Ash
Quercus borealis - Red Oak	Gleditsia triacanthos - Thornless Locust
Quercus phellos - Willow Oak	Sophora japonica - Chinese Scholar Tree
Quercus coccinea - Scarlet Oak	Fagus sylvatica - European Beech
Quercus macrocarpa - Bur Oak	Tilia americana - American Linden
Quercus alba - White Oak	Tilia petiolaris - Silver Linden
Quercus acutissima - Sawtooth Oak	Tilia euchlora - Crimean Linden
Quercus imbricaria - Shingle Oak	Zelkova serrata -- Zelkova
Quercus montana - Chestnut Oak	
Quercus velutina - Black Oak	
Ginkgo biloba fastigiata - Maiden Hair Tree (male only)	

- (2) Quality of Trees.
 - (a) Required trees shall be of nursery stock quality, symmetrical growth and free of insect pests and disease.

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- (b) Trees which have died or have become diseased or pest ridden within 18 months from the time of planting shall be replaced by the developer. This statement shall be placed on the recorded land development plan.
 - (3) Minimum Size. The trunk diameter (measured at a height of 1 foot above the finished grade level) shall be a minimum of 3 inches or greater. Minimum height shall be 12 feet.
 - (4) Planting and Maintenance.
 - (a) Trees shall be planted in conformance with good landscaping practices.
 - (b) Trees shall be properly protected by raised curbs or similar devices from damage from vehicles.
 - (c) Trees shall be properly maintained and shall not be removed without being replaced by another tree that meets the requirements of this section.
 - E. At least 50% of the trees required by this section shall be planted within the parking lot within protected curbed islands. These protected islands should be used to direct the flow of traffic through the parking lot in a smooth and safe manner to prevent "cross-taxi-ing." Required trees are also encouraged to be planted in highly visible locations, especially at the edge of parking areas abutting arterial streets. Landscaping islands shall not be used as the walking path between the structure and parking lot. Alternative access must be provided to prevent pedestrians from walking through and/or on the islands.
 - F. Existing Trees. For every existing tree on the lot that is healthy and is preserved and maintained after the completion of all construction and that would generally meet the requirements of this section:
 - (1) 1 less deciduous tree shall be required to be planted for every such preserved tree with a minimum trunk diameter of between 4 and 18 inches (measured 1 foot above the natural ground level), and
 - (2) 2 less deciduous trees shall be required to be planted for every such preserved tree with a minimum trunk diameter of 18 inches or greater (measured 1 foot above the natural ground level).
 - (3) The applicant shall identify trees to be protected on a plan and indicate the method of protecting each tree. In general, the drip line of each tree shall be protected by physical means.
9. Parking Lot Screening.
- A. No off-street parking area shall be developed in such a way that vehicle headlights could shine into a dwelling located within 150 feet or less of the parking area.
 - B. Wooden fencing, guide rails, brick walls or evergreen screening shall be required as needed to resolve the concern of this section. Such screening or fencing shall have a minimum height of 4 feet, except that screening or fencing of up to 8 feet shall be required

by the Zoning Officer as needed where there is unusual topography or the parked vehicles would be trucks or buses.

10. Handicapped Parking. See the Township Building Code.

§ 1004 Shared Off-Street Parking.

1. The purpose of Shared Off-Street Parking shall be to:
 - A. Optimize available parking resources within the Township;
 - B. Minimize construction and maintenance costs associated with parking spaces;
 - C. Enhance the existing character of the community by providing greater pedestrian access to and from shared off-street parking spaces; and
 - D. Maximize the land available for the development of public open space, residential, and mixed-use development.
2. The shared use of parking for two or more principal uses shall be subject to the following criteria:
 - A. Shared Off-Street Parking Agreement.
 - (1) As part of a zoning application, the Applicant shall present a notarized Shared Off-Street Parking Agreement, which identifies the following:
 - (a) The names and contact information for each landowner involved in the Shared Off-Street Parking Agreement;
 - (b) The parcel numbers for each subject lot identified; and
 - (c) Existing land uses for each subject lot.
 - (2) Shared Off-Street Parking Model
 - (a) To identify where off-street parking spaces can be used for multiple land uses, the Applicant shall prepare a model demonstrating the typical hourly demands for all land uses identified in the Shared Off-Street Parking Agreement. The typical hourly demands shall be based on cited metrics published by the Urban Land Institute and are subject to any adopted/published changes to best practices.
 - (b) The model shall identify the number of available off-street spaces for each subject lot at peak hour, further demonstrating where vacant spaces can be used for other land uses.

- (3) Approval for shared off-street parking shall be based on the accuracy of all calculations presented in the Shared Off-Street Parking Model and in accordance with the provisions stated herein.

§ 1005 Off-Street Loading.

1. General Requirements.

- A. Each use shall provide off-street loading facilities, which meet the requirements of this Section, sufficient to accommodate the maximum demand generated by the use.
- B. At the time of site plan review, the applicant shall provide evidence to the Planning Commission, who may advise the Zoning Officer, on whether the use will have sufficient numbers and sizes of loading facilities and whether conflicts will be prevented with parking and traffic circulation on and off of the lot. For the purposes of this Section, loading and unloading shall have the same meaning.

2. Design and Layout of Loading Facilities. Off-street loading facilities shall meet the following requirements:

- A. Each off-street loading space shall be at least (in feet):

<u>Largest Type of Truck Intended</u>	<u>Minimum Width</u>	<u>Minimum Depth</u>
Tractor-trailer	12 (except 11 if more than 5 such spaces on a lot)	50
Trucks Other than tractor-trailers, pick-ups or vans	12	25
Pick-Up Truck or Van	10	18

- B. Each space shall have sufficient maneuvering room to avoid conflicts with parking and traffic movements within and outside of the lot.
- C. Each space and the needed maneuvering room shall be located entirely on the lot being served and be located outside of required buffer areas, paved area setbacks and street rights-of-way.
- D. An appropriate means of access to a street or alley shall be provided.
- E. Paving, Grading and Drainage. See the associated sections of this Chapter.
- F. No such facilities shall be designed or used in any manner so as to constitute a significant nuisance, public safety hazard or an unreasonable impediment to traffic.
- G. All such facilities shall comply with the lighting requirements of this Chapter and the landscaping requirements of this Chapter.

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3. Fire Lanes. The following principal uses must implement all applicable regulations of State or Federal entities and other associated Township ordinances.
- A. Shopping Centers.
 - B. Restaurants.
 - C. Warehouses over 10,000 sq. ft.
 - D. Professional Offices and Retail over 10,000 sq. ft.
 - E. Child Care Centers, Family and Group Child Care Homes.
 - F. Schools, Primary and Secondary/Post-Secondary/Pre-Kindergarten/Secondary Trade.
 - G. Hospitals.
 - H. Indoor Movie Theater.
 - I. Hotel.
 - J. Any structure over three (3) stories in height.
 - K. Group Home.
 - L. Nursing Home.
 - M. Any commercial, residential, institutional, or industrial building that is occupied by ten (10) or more people at any one time.
 - N. All fire lanes must be clearly painted with diagonal reflective yellow stripes with a minimum of two (2) no-parking or standing fire lane signs with the penalty for violation stated on the sign on each side of the structure. Emergency access lanes may replace the fire lanes if approved by the Township fire officials.