

408 Parking, Loading, Access and Traffic Standards

408.1 Off-street parking, loading and unloading facilities shall be provided as necessary in connection with every use. Single-family and two-family residential uses shall be provided with two (2) off-street parking spaces per dwelling unit. Parking and loading area needs with respect to all other uses shall be determined in conjunction with site plan review. The amount of parking required shall be based on the following factors:

A. Industry studies of parking needs for the type of use proposed or actual case-study comparisons for projects of similar character. The Planning Commission or the Code Enforcement Officer, as the case may be, may require the developer or applicant to gather and submit such data in support of its proposed parking provisions. The National Parking Association and the Urban Land Institute are examples of such industry sources. An applicant may also provide the minimum number of parking spaces according to the peak period average parking demand statistics for each use that is published by the Institute of Transportation Engineering in the latest version of the Parking Generation Manual.

B. The characteristics of the proposed customers, residents, occupants or visitors to a given facility. Housing for the elderly would, for example, require fewer spaces per dwelling unit than time-shared recreational units, though the number of dwelling units might be the same.

C. The expected occupancy rates, traffic levels and numbers of employees in connection with any enterprise and the degree to which these directly relate to parking requirements.

D. Recommendations, if any, from other public agencies or information sources which suggest, based on experience, the appropriate amount of parking in connection with a given use.

E. The likelihood that parking will be shared with adjoining facilities, the impact of daily peak visitation or use periods on demand and the hours of operation as compared to other neighborhood activities.

F. Where industry standards are inadequate for the particular use or site involved or such standards are unavailable, the following parking standards may be applied by the Planning Commission or the Code Enforcement Officer, as the case may be:

Land Use	Parking Spaces
Home-based businesses	1 space per 100 sq. ft. of gross floor area in use
Hotels/motels	1 per employee (largest shift) plus 1 space per rental room
Industrial uses	1 space per 400 sq. ft. gross floor area
Places of public assembly	1 space per 3 seats
Offices	1 space per 175 sq. ft. gross floor area
Restaurants	1 space per 50 sq. ft. gross floor area
Auto service stations	8 spaces plus 1 per employee
Grocery stores	1 space per 100 sq. ft. gross floor area
Convenience stores	10 spaces plus 1 space per 150 sq. ft. gross floor area
Fast food restaurant	1 space per 40 sq. ft. gross floor area
Other retail or commercial	1 space per 150 sq. ft. gross floor area

The Township may, where industry studies accepted by it suggest lower amounts of parking than the above, require the difference be reserved as a future parking area, the Township having the right, as a condition of approval, to order improvement of such area for parking use, in the event of need as shall be determined in the discretion of the Board

of Supervisors. The Township may also require greater amounts of parking to meet specific needs identified during the application review process. Parking spaces located next to fuel pumps may count towards the parking requirement.

408.2 Each parking space shall consist of not less than an average of three-hundred (300) square feet of usable area for each motor vehicle, including a designated parking space of no less than ten (10) feet in width and twenty (20) feet in length plus interior driveways, driveways connecting the garage, or parking space, with a street or alley. Interior driveways separating rows of parking spaces shall be not less than twenty-five (25) feet in width so as to provide adequate maneuvering area for vehicles entering or leaving a parking space. This distance may be reduced to 20 feet for 60 degree angle parking, 15 feet for 45 degree angle parking and 13 feet for 30 degree angle parking. Garages, carports, and driveways not in the public right-of-way may be considered parking spaces.

408.3 Any lighting used to illuminate off-street parking shall be so arranged as to reflect the light away from adjoining premises and public right-of-ways.

408.4 All parking areas which are designed to accommodate sixty (60) or more vehicles shall be landscaped using materials of sufficient growth and height to aesthetically balance the impact of the open paved area and provide effective stormwater control. The following minimum layout standards shall apply:

A. No more than twelve (12) parking spaces shall be allowed in a continuous row uninterrupted by landscaping. Raised planting beds shall be located at intervals of twelve (12) spaces and at the end of each row. Such beds shall be a minimum of five (5) feet in width and each planted with at least one (1) shade tree of 3 inch caliper. The remainder of the bed shall be surfaced with flowers, grass, groundcover, low maintenance shrubs and/or mulches (no crushed stone or chips).

B. Planting beds meeting the above standards with at least one (1) shade tree of 3 inch caliper for every thirty (30) lineal feet of bed shall also be required along the perimeter of all parking areas and between parking areas and buildings. The area between a parking area and any building shall be a minimum of ten (10) feet in width, however. No less than ten percent (10%) of any parking area over one-thousand (1,000) square feet in size shall be landscaped with vegetation approved by the Township Planning Commission.

C. No parking areas shall be designed such that a vehicle might directly back out onto a public highway or through road within the development. Traffic flows through a parking area shall be minimized and limited to connections from one lot to another and to the public highway or through road.

D. All parking spaces associated with commercial uses shall be located not more than three-hundred (300) feet distant from the nearest entrance to the inside of the structure wherein the enterprise is situated.

E. Parking areas along main streets shall be located in the rear yard of any use, with the principal building situated at or near the front lot line. This is for the purpose of maintaining the continuity of the building line along any highway and avoiding the effective merger of parking areas along a highway into one mass of pavement where entrances and exits become difficult to identify. This principle shall also be applied in areas of the Township, where practical.

408.5 Any building erected, converted or enlarged for commercial, office, manufacturing, wholesale, institutional or similar uses shall, in addition to the off-street parking space required above, provide adequate off-street areas for loading and unloading of vehicles. Commercial, manufacturing and wholesale facilities shall provide a minimum of one off-street loading space, plus one additional off-street loading space for each full 40,000 square feet of floor area, provided that the Township Planning Commission may modify this standard based upon the factors set forth in Section 408.1.A through 408.1.E above. Public rights-of-way shall, under no circumstance, be used for loading or unloading of materials. The minimum size loading space shall be seventy-five (75) feet in depth and fifteen (15) feet in width, with an overhead clearance of fourteen (14) feet.

408.6 Access to and from all off-street parking, loading and vehicle service areas along public rights-of-way shall consist of well defined separate or common entrances and exits and shall comply with the following provisions:

A. Access drives shall not open upon any public right-of-way within one-hundred (100) feet of any intersecting public street or highway, measured centerline to centerline, or where the sight distance in either direction would be less than two-hundred (200) feet. Access drives onto state highways shall be subject to Pennsylvania Department of Transportation standards.

B. There shall be no more than one entrance and one exit to any business or parking area on any one highway unless safety considerations should demand it. Each entrance and exit shall be clearly defined with curbing, fencing or vegetative screening so as to prevent access to the area from other than the defined entrance and exits and all landscaping shall meet standards contained herein. In no case shall one entrance and exit be located within 100 feet of any other on the same property or adjoining property along the same public right-of-way. Such distance shall be measured from centerline to centerline. Non-conforming lots, however, shall be exempt from this requirement. The Township Board of Supervisors may also waive this requirement where one or both of the access drives will carry less than 100 trip-ends of traffic per day.

408.7 All non-residential parking and loading areas and parallel circulation and service lanes shall be separated from the paving edge of a public thoroughfare or adjoining property lines by a planting strip at least ten (10) feet in depth. See also Section 402.3.

408.8 The Planning Commission, at its discretion, may require a traffic impact study with any Conditional Use application involving an activity likely to generate more than five-hundred (500) trip-ends per day based on the following daily rates:

Land Use	Trip Generation
Residential uses	9.6 trip-ends per dwelling unit
Industrial uses	3.3 trip-ends per employee
Restaurants	7.9 trip-ends per seat
Fast-food restaurant	23.9 trip-ends per seat
Convenience market	605.6 trip-ends per 1,000 sq. ft. gross gross floor area
Supermarket	177.6 trip-ends per 1,000 sq. ft. gross gross floor area
Car wash	108.0 trip-ends per car stall
Offices	6.0 trip-end per employee
Other commercial uses	50.0 trip-ends per 1,000 sq. ft. gross gross floor area
Institutional uses	4.0 trip-ends per employee
Other uses	See "Trip Generation" - Institute of Transportation Engineers

The study shall examine existing and projected traffic flows before and after development and generally follow the guidelines set forth for such studies by the Institute of Transportation Engineers. Its purpose shall be to ensure that proposed developments do not adversely affect the transportation network and to

identify any traffic problems associated with access to the site from the network. It shall identify solutions to potential problems and any improvements needed. The scope of the study shall be approved in advance by the Planning Commission.