

## PART 9

**LOT ACCESS, PARKING, AND LOADING REGULATIONS****§ 27-901. General Provisions. [Ord. No. 497, 1/8/2013]**

1. The lot access, parking, and loading provisions of this chapter shall apply as follows:
  - A. For all structures erected and all uses established after the effective date of this chapter, lot access, parking, loading, and stacking lanes shall be provided as required in this Part 9 of this chapter.
  - B. Change in Use or Expansion. Any existing structure or use at the effective date of this Part 9 of this chapter that expands or results in a change of use shall be required to provide all of the required parking and loading for the entire size and type of the resulting use, except as follows:
    - (1) If an existing use includes less parking or loading than would be required via this Part 9 of this chapter relating to Parking Requirements and the applicant proves to the Zoning Officer that there is insufficient area on the lot to meet the required amount of parking or loading, then that deficit of parking or loading shall be "grandfathered" for new uses.
      - (a) Example 1: If an existing business office included five existing parking spaces, but would be required to provide 10 spaces via this chapter, there is a deficit of five spaces. Therefore, if that business office is proposed to be converted to a retail business that would need 15 spaces, the proposed retail business would need to provide a total of 10 spaces (15 minus the preexisting deficit of 5).
    - (2) When the intensity and/or density of any existing structure or use is increased by not more than 10% in the applicable measurement (e.g., dwelling units, gross floor area, seating capacity, lot area, impervious lot coverage, or other units of measurement specified in this chapter) for required parking and loading facilities, and the applicant proves to the Zoning Officer that there is insufficient area on the lot to meet the required amount of parking or loading, then no additional parking or loading shall be required.
      - (a) Example 2: If an existing building included 2,500 square feet and a minor addition of 250 square feet to the existing building was proposed, then additional parking would not be required.

- C. No parking or loading facility shall be used for any use that interferes with its availability for the parking and/or loading need it is required to serve.
- (1) The nonresidential required parking and/or loading facilities shall be available to patrons, guests, deliveries, etc., throughout the hours of operation of the particular business or use for which such facilities are provided.
  - (2) The residential required parking facilities shall be available to residents at all times for which such facilities are provided.
- D. Except where on-street parking is permitted to count toward required parking spaces as provided in this Part 9 of this chapter, relating to parking reductions and alterations, the term "parking space" includes either covered garage space or uncovered, improved and stabilized parking space located outside of the public street right-of-way.
- E. Required lot access, parking, loading, stacking lanes, on-lot traffic circulation channels, and access aisles shall not be deemed to be part of the open space of the lot on which it is located.
- F. Required lot access, parking, loading, stacking lanes, on-lot traffic circulation channels, and access aisles shall not encroach onto any required buffer yards as required in Part 7 of this chapter relating to buffer and screening regulations.
- G. All proposed lot access entrances and exits (ingress-egress) to the site or operation, and parking facilities, and loading facilities shall be designed and improved in a manner which does not allow mud or gravel to be deposited or to accumulate on or along abutting streets.
- H. Unrestricted lot access along the entire length of a lot's street frontage shall not be permitted. Lot access entrances and exits shall be physically separated from public street rights-of-way by a grassed strip or other effective and suitable barrier (e.g., curbing, wheel stops/bumpers, bollards, etc.) against the ingress and egress of unchanneled motor vehicles.
- I. Traffic flow and ingress-egress from lots shall not cause traffic hazards or vehicle backups upon abutting streets. Patron and customer vehicles waiting to enter and/or exit an establishment shall not be permitted to stack within the right-of-way of streets.
- J. All access drives, other lot access points, parking facilities, loading facilities, stacking lanes, on-lot traffic circulation channels, and access aisles shall be clearly marked with paint, and permitted directional signs as applicable.

- K. All driveways, access drives, other lots access points, parking facilities, loading facilities, stacking lanes, on-lot traffic circulation channels, and access aisles shall be graded for proper drainage and shall be improved with a durable and dustless surface [e.g., concrete or bituminous concrete unless an alternative material and/or design as part of a readily accepted stormwater BMP in accordance with Chapter 26, relating to water (stormwater management), Chapter 22, relating to subdivision and land development, or any other construction materials specifications adopted by the Borough], and approved by the Borough Engineer.
- L. All driveways, access drives, other lot access points, parking facilities, and loading facilities shall comply with all applicable provisions of Chapter 21, relating to streets and sidewalks, Chapter 15, relating to motor vehicles and traffic, and Chapter 22, relating to subdivision and land development.

**§ 27-902. Driveways and Access Drives. [Ord. No. 497, 1/8/2013]**

Unless otherwise specified elsewhere in this chapter, Chapter 22, relating to subdivision and land development, Chapter 21, relating to streets and sidewalks, or Chapter 15, relating to motor vehicles and traffic, driveways and access drives are subject to the following criteria:

1. No more than two driveway or access drive connections per lot shall be permitted, and no driveway or access drive shall be closer than 100 feet on the same lot.
2. On corner lots or where more than one intersecting street abuts the lot, a new curb cut or access for a driveway or access drive shall be provided on the street conveying the lesser amount of existing or proposed daily traffic. This specifically includes alleys.
3. Driveways and access drives shall not be:
  - A. Less than 40 feet from the edge of the right-of-way of any street intersection;
  - B. Within 20 feet of an alley right-of-way;
  - C. Less than five feet from a fire hydrant;
  - D. Less than:
    - (1) Two and one-half feet from abutting lot lines for driveways, unless a shared driveway is proposed; and
    - (2) Ten feet from abutting lot lines for access drives, unless a shared access drive is proposed.
  - E. These distances shall also include driveway and access drive radii.

4. Driveways and access drives shall not exceed a slope of 8% within 25 feet of the street right-of-way line, and not more than 15% overall.
5. At the street right-of-way, excluding alleys:
  - A. Driveways providing access to a single-car garage or parking area shall be limited to 10 feet in width, and for a double or two-car garage or parking area, the width shall be limited to 20 feet. In no case shall a driveway be wider than 20 feet at the right-of-way line; and
  - B. Access drives shall be a minimum of 12 feet in width per lane.
6. In no case shall there be unrestricted access from a lot along the length of a street or alley.
7. Where access drives and/or driveways are permitted along a street right-of-way at the front of the lot, and where sidewalks are installed or will be installed, then the access drive and driveway surfacing shall end at the backside (building-side) of the sidewalk, and on the front-side (street side) of the sidewalk. No access drive or driveway surfacing or related material shall extend over any sidewalk area. Sidewalk materials, including the use of painted striping in accordance with Chapter 21, relating to streets and sidewalks, Chapter 22, relating to subdivision and land development, and any other construction materials specifications adopted by the Borough, and approved by the Borough Engineer, shall be continued across all access drives and driveways.
8. Any portions of driveway or access drives located within the street right-of-way shall be paved in accordance with Borough specifications.
9. Any driveway or access drive intersecting with a state- or Borough-owned street or road shall require the obtainment of a permit from the applicable entity.
10. Driveway and access drive locations shall be delineated on all plans/permits, as applicable.
11. Additionally, driveways and access drives shall be located so as to provide adequate sight distance and clear sight triangles at intersections with streets (including alleys). Such sight distances and clear sight triangles shall be provided in accordance with the following:
  - A. Sight Distance at Intersections. Proper sight distance shall be provided at all intersections in accordance with the most recent version of the PennDOT Design Manual - Part 2, Highway Design (Publication 13). Sufficient design and plan information shall be submitted with the plan application proving that this minimum standard will be achieved. Such design information shall be certified by a qualified professional engineer licensed and registered to practice in the Commonwealth of Pennsylvania to perform such design work.

Sight distance based on ten-foot off of edge of cartway, an eye height of 3 1/2 feet to an object at 3 1/2 foot height.

- B. All access drive intersections shall be provided with appropriate stop control devices on street or access drive of lower classification.
- C. Clear Sight Triangles at Intersections. Clear sight triangles shall include the area on each corner that is bounded by the line which connects the sight or "connecting" points located on each of the right-of-way lines of the intersecting street. The planting of trees, other plantings, signs, and structures exceeding three feet in height that would obstruct the clear sight across the area of the easements shall be prohibited. The planting of trees, other plantings, signs, and structures may be planted or established outside of the clear sight triangle as long as their branches, limbs, or portions of structures do not overhang the triangle any lower than eight feet above the street elevation. See Table 9-1, Clear Sight Triangle, for required clear sight triangle dimensions. See Figure 9.1, Typical Clear Sight Triangle.

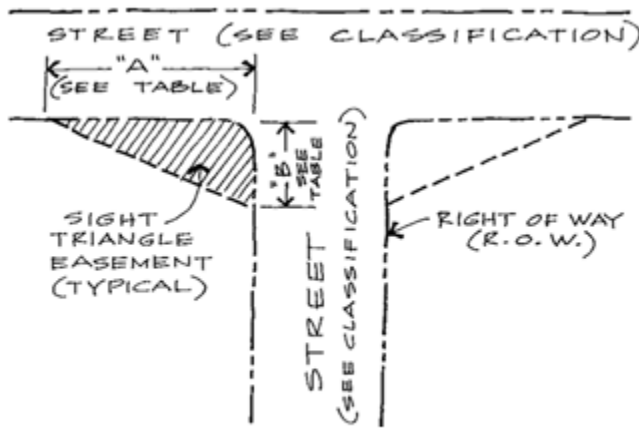


Figure 9.1 Typical Clear Sight Triangle  
 (Source: The New Illustrated Book of Development Definitions, 1993)

"A" - Distance (feet)		"B" - Distance (feet)			
		Alley	Local Street	Collector Street	Arterial Street
15	Alley	15	30	100	150
30	Local street	15	30	100	150
100	Collector street	15	30	100	150
150	Arterial street	15	30	100	150

**§ 27-903. Parking Requirements. [Ord. No. 497, 1/8/2013]**

1. See Table 9-2 through Table 9-9 for various parking schedules for minimum required parking spaces:

<b>Table 9-2 Parking Schedule - Residential</b>	
<b>Residential Uses</b>	<b>Minimum Required Spaces</b>
Apartment conversion	2 per dwelling unit
Group home	2 per dwelling unit, plus 1 for every 4 residents
Mobile/manufactured home park	2 per dwelling unit, plus additional 1/2 space per dwelling unit shall be provided in a common visitor parking compound; such visitor parking lots shall be sized, arranged, and located so that the spaces are within 300 feet walking distance to any unit served
Multifamily dwelling	2 per dwelling unit, plus additional 1/2 space per dwelling unit shall be provided in a common visitor parking compound; such visitor parking lots shall be sized, arranged, and located so that the spaces are within 300 feet walking distance to any unit served
Single-family attached dwelling	2 per dwelling unit, plus additional 1/2 space per dwelling unit shall be provided in a common visitor parking compound; such visitor parking lots shall be sized, arranged, and located so that the spaces are within 300 feet walking distance to any unit served
Single-family detached dwelling	2 per dwelling unit
Single-family semidetached dwelling	2 per dwelling unit
Two-family detached dwelling	2 per dwelling unit
Other residential uses	Other residential uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-3 Parking Schedule - Nonresidential Commercial</b>	
<b>Commercial Uses</b>	<b>Minimum Required Spaces</b>
Animal hospital	2 per exam table, plus 1 per employee on the peak shift
Art gallery	1 per 300 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Automobile, boat, heavy equipment, mobile home, recreational vehicle and similar motor vehicle rental/sales, repair/service, washing and/or fuel/gas sales, individual or in combination of the associated uses in next column:	1 per employee on the peak shift plus:
	Rental/sales: 1 per 15 vehicles or units of motor vehicle equipment
	Repair/service: 2 per service bay
	Washing: 1 per 200 square feet of office floor area
	Fuel/gasoline sales/distribution: 1 per fuel pump which may be provided at fuel pumps at a ratio of not more than 2 per every pump (1 on each side), plus 1 for every employee on the peak shift
Bank	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Bed-and-breakfast	2 per dwelling unit of owner/resident manager and other permanent residents of the dwelling, plus 1 for every guest/sleeping room  Other uses beyond the dwelling unit and guest/sleeping rooms, and open to the public: number of spaces normally required for uses listed elsewhere within these parking schedule tables
Beer and ale wholesale distribution	1 per 400 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Boardinghouse	2 per dwelling unit of owner/resident manager and other permanent residents, plus 1 space for every sleeping/rooming unit for let
Commercial recreation indoor	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift

<b>Table 9-3 Parking Schedule - Nonresidential Commercial</b>	
<b>Commercial Uses</b>	<b>Minimum Required Spaces</b>
Commercial recreation, outdoor	1 per 200 square feet of gross floor area for enclosed structures, plus 1 per employee on the peak shift; or, if completely outside of a structure, 1 per every 3 users at maximum utilization, plus 1 per employee on the peak shift
Convenience store	1 per 100 square feet of net retail floor area, plus 1 per fuel pump, plus 1 per employee on the peak shift
Copy shop/business service	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Craftsman/artisan studio	1 per 300 square feet of gross floor area, plus 1 per employee on the peak shift
Farmer's market and/or flea market, outdoor	1 per 400 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Financial service, other	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Food service	1 per employee on the peak shift plus:
	Delivery: 1 per vehicle stored on site
	Direct patron food sales/consumption: 1 per 6 seats, if restaurant is provided, or 1 per 200 square feet of gross floor area open to and accessible to the public, whichever is greater
Funeral home	25 for first parlor, plus 10 for every additional parlor
Heliport	2 per helicopter based at facility
Home improvement center, lumber sales facility, and building materials sales	1 per 500 square feet of gross floor area (indoor and outdoor) open to and accessible to the public, plus 1 per employee on the peak shift
Hotel	1 per guest/sleeping room, plus 1 per employee on the peak shift, plus 1/2 of the spaces normally required for accessory uses listed elsewhere within these parking schedule Tables
Kennel, commercial	1 per every 15 animals based on maximum animal capacity, plus 1 per employee on the peak shift
Laundry and dry-cleaning establishment, personal	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Liquor store	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Mini storage warehouse	1 per 25 storage units, plus 1 per employee on the peak shift
Motel	1 per guest/sleeping room, plus 1 per employee on the peak shift, plus 1/2 of the spaces normally required for accessory uses listed elsewhere within these parking schedule tables
Nightclub	1 per 100 square feet of net floor area, plus 1 per employee on the peak shift
Office, business and professional	1 per 300 square feet of gross floor area, plus 1 per employee on the peak shift
Office, medical	2 per patient examination room, plus 1 per employee on the peak shift
Parking lot/parking structure	No minimum required
Personal service	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Restaurant, fast food	1 per 2 seats, plus 1 for every 2 employees on the peak shift
Restaurant, sit-down	1 per 4 seats, plus 1 for every 2 employees on the peak shift
Retail business	1 per 200 square feet of net retail floor area, plus 1 per employee on the peak shift
School, commercial	1 per 4 students, plus 1 per employee on the peak shift
School, vocational	1 per 4 students, plus 1 per employee on the peak shift
Sexually oriented business and/or related use	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift

<b>Table 9-3 Parking Schedule - Nonresidential Commercial</b>	
<b>Commercial Uses</b>	<b>Minimum Required Spaces</b>
Shopping center, general	Number of spaces normally required for similar uses listed elsewhere within these parking schedule tables
Shopping center, town	Number of spaces normally required for similar uses listed elsewhere within these parking schedule tables
Tattoo parlor/body piercing	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Tavern/bar	1 per 4 seats, plus 1 for every 2 employees on the peak shift
Theater, indoor	1 per 4 seats based on maximum seating capacity, or 1 per 400 square feet of gross floor area, whichever is larger
Therapeutic massage facility	1 per table, plus 1 per employee on the peak shift
Veterinary office	2 per exam table, plus 1 per employee on the peak shift
Other commercial uses	Other commercial uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-4 Parking Schedule - Nonresidential Industrial</b>	
<b>Industrial Uses</b>	<b>Minimum Required Spaces</b>
Automobile wrecking, junk and scrap storage and sales	1 per 1/2 acre, plus 1 per employee on the peak shift
Industrial use, general	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for every 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for every 3,000 square feet gross floor area of the building in excess of 40,000 square feet; in addition to the off-street parking requirements and when there are 10 or more loading berths provided, trailer parking spaces shall be provided at 1 trailer parking space for every 4 loading berths
Industrial use, light	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for every 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for every 3,000 square feet gross floor area of the building in excess of 40,000 square feet; in addition to the off-street parking requirements and when there are 10 or more loading berths provided, trailer parking spaces shall be provided at 1 trailer parking space for every 4 loading berths
Laundry and dry cleaning, industrial	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for every 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for every 3,000 square feet gross floor area of the building in excess of 40,000 square feet; in addition to the off-street parking requirements and when there are 10 or more loading berths provided, trailer parking spaces shall be provided at 1 trailer parking space for every 4 loading berths
Mineral extraction	1 per employee on the peak shift, plus 1 per stored vehicle
Outdoor storage	1 per employee on the peak shift
Research and development	1 per 400 square feet of gross floor area
Solid waste transfer facility	1 per employee on the peak shift
Warehousing, distribution, and wholesaling	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for every 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for every 3,000 square feet gross floor area of the building in excess of 40,000 square feet; in addition to the off-street parking requirements and when there are 10 or more loading berths provided, trailer parking spaces shall be provided at 1 trailer parking space for every 4 loading berths



<b>Table 9-4</b>	
<b>Parking Schedule - Nonresidential Industrial</b>	
<b>Industrial Uses</b>	<b>Minimum Required Spaces</b>
Other industrial uses	Other industrial uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-5</b>	
<b>Parking Schedule - Nonresidential - Institutional/Civic</b>	
<b>Institutional/Civic Uses</b>	<b>Minimum Required Spaces</b>
Cemetery	5, plus 1 per employee on the peak shift
Clinic, medical/urgent care	4 per patient examination room, plus 1 per employee on the peak shift
Clubhouse or lodge, private	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift
Community center	1 per 400 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Continuing care retirement facility	Personal care or nursing care centers: 1 for every 4 beds plus 1 per employee on largest shift
	Apartment units: 1 per dwelling unit
	Cottage units (single-family units): 1 per dwelling unit, plus 1 per 5 units for guest parking
	Other uses not specified in this parking schedule: number of spaces normally required for uses listed elsewhere within these parking schedule tables
Convention center	1 per 4 seats based on maximum seating capacity, or 1 per 400 square feet of gross floor area, whichever is larger
Day care, commercial	1 per employee on the peak shift plus 1 per 6 nonresident (adult or child) enrolled or being cared for
Emergency services	1 per 400 square feet of gross floor area, plus 1 per stored vehicle
Government facility, other than municipal-owned use	Number of spaces normally required for uses listed elsewhere within these parking schedule tables
Group care facility	2 per dwelling unit, plus 1 for every 4 residents
Hospital	2 per 3 beds, plus 1 per employee on the peak shift
Library	1 per 400 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Long-term care facility or personal care facility	Personal care or nursing care centers: 1 for every 4 beds plus 1 per employee on largest shift
	Other uses not specified in this parking schedule: number of spaces normally required for uses listed elsewhere within these parking schedule tables
Museum	1 per 400 square feet of gross floor area open to and accessible to the public, plus 1 per employee on the peak shift
Municipal-owned use	Number of spaces normally required for uses listed elsewhere within these parking schedule tables
Park, playground, and other noncommercial outdoor recreational use	3 per acre
Place of worship	1 per 4 seats based on maximum seating capacity, or 1 per 400 square feet of gross floor area, whichever is larger
Post office	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Public/private works facility	1 per employee on the peak shift, plus 1 per vehicle stored on site
Recycling collection point	1 per container for each type of material stored

<b>Table 9-5</b>	
<b>Parking Schedule - Nonresidential - Institutional/Civic</b>	
<b>Institutional/Civic Uses</b>	<b>Minimum Required Spaces</b>
School, public or private	Primary, grades K through 6: 1 per every 30 students enrolled, plus 1 per employee, plus 1 per every 30 seats for auditorium, gymnasium, or multipurpose room  Secondary and above, grades 7+: 1 per every 5 students enrolled, plus 1 per employee, plus 1 per every 30 seats for auditorium, gymnasium, or multipurpose room
Treatment center	1 for every 3 patients/clients, plus 1 per employee on the peak shift
University/college	1 per five 5 students enrolled, plus 1 space per employee, plus 1 per every 30 seats for auditorium, gymnasium, or multipurpose room, plus 1 space per 4 occupants in a dormitory
Other institutional/civic uses	Other institutional/civic uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-6</b>	
<b>Parking Schedule - Nonresidential Forestry/Agriculture</b>	
<b>Forestry/Agriculture Uses</b>	<b>Minimum Required Spaces</b>
Agricultural operation	2 per dwelling unit, plus 1 for every nonresident employee on the peak shift
Community garden	3 per acre
Forestry (timber harvesting)	1 per employee on the peak shift
Plant nursery	1 per 500 square feet of gross floor area (indoor and outdoor) open to and accessible to the public, plus 1 per employee on the peak shift
Other forestry/agriculture uses	Other forestry/agriculture uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-7</b>	
<b>Parking Schedule - Nonresidential Miscellaneous</b>	
<b>Miscellaneous Uses</b>	<b>Minimum Required Spaces</b>
Telecommunications signal site	Fully automated site: 1 per site  Not fully automated site: 1 per employee on peak shift
Other miscellaneous uses	Other miscellaneous uses not specified in this parking schedule: number of spaces normally required for similar uses listed elsewhere within this parking schedule table

<b>Table 9-8</b>	
<b>Parking Schedule - Accessory</b>	
<b>Accessory Use</b>	<b>Minimum Required Spaces</b>
Accessory apartment	2 per dwelling unit
Automated banking or postal facility	2 when not associated with on-site principal bank, other financial service, or postal or mailing related services; otherwise, no minimum required
Community garden	No minimum required
Day care, accessory	2 per dwelling unit as part of principal use
Day care, family	2 per dwelling unit as part of principal use, plus 1 per nonresident employee, plus 1 for patron use
Drive-through facility for permitted use	No minimum required
Home occupation	2 per dwelling unit as part of principal use, plus 1 per nonresident employee
No-impact home occupation	2 per dwelling unit as part of principal use

Table 9-8 Parking Schedule - Accessory	
Accessory Use	Minimum Required Spaces
Outdoor cafe/dining	In addition to the spaces required as part of the principal use, 1 per 4 seats provided outdoors
Outside displays and sales	No minimum required

Table 9-9 Parking Schedule - Temporary	
Accessory Use	Minimum Required Spaces
Accessory dwelling unit for care of relative	2 per dwelling unit as part of principal use, plus 1 per accessory dwelling unit

2. ADA Handicapped Accessible Parking Facilities. The required number of handicapped accessible parking spaces required by the Americans with Disabilities Act (ADA)<sup>65</sup> shall be in accordance with the most recent version of the ADA Standards for Accessible Design of the United States Department of Justice and Chapter 5, relating to code enforcement, whichever is more restrictive. The applicant shall certify, in writing or plan note, that the application for development complies with all relevant ADA requirements. ADA handicapped accessible parking spaces may count toward the total number of required parking spaces for uses.
3. Computation of Spaces. When determination of the number of required parking spaces results in a requirement of a fractional space, any fraction up to and including 1/2 may be disregarded, and fractions over 1/2 shall be interpreted as one parking space.
4. Mixed-Uses and More than One Use per Lot. Except as otherwise provided in this Part 9 of this chapter relating to parking reductions or alterations, for mixed-uses and lots with more than one use provided, the total requirements shall be the sum of the requirements of the component uses computed separately.

**§ 27-904. Location and Design of Parking Areas. [Ord. No. 497, 1/8/2013]**

1. Single-Family and Two-Family Dwellings.
  - A. Lot access and off-street parking spaces for single-family and two-family dwellings shall consist of an improved and stabilized parking area, driveway, garage, carport, or combination thereof, and shall be located on the lot it is intended to serve.
  - B. Off-street parking shall not be located between the principal building and the public street right-of-way, except for that part of the front yard that is occupied by a driveway leading to a garage or an improved and stabilized parking area, including turnaround.

---

65. Editor's Note: See 42 U.S.C. § 12101 et seq.

- C. No parking area shall be designed to require parked vehicles to back into a street right-of-way of an arterial or a collector street in order to access a parking space.
2. Unless the applicant meets the requirements for shared parking provided in this Part 9 of this chapter relating to parking reductions or alterations, required parking spaces for single-family attached dwellings on a common lot(s), multifamily dwelling uses, mixed-uses, and nonresidential uses shall be on the same lot and in the same zoning district as the principal use conforming to the following regulations.
- A. Setbacks for parking areas shall be provided as follows:
    - (1) All parking spaces and access drives shall be at least five feet from any single-family attached dwellings on a common lot(s), multifamily dwelling use, mixed-use and nonresidential use buildings located on a lot. The five-foot corridor thus established between the parking area and building shall be for the purpose of providing a pedestrian access walkway.
    - (2) Except as set forth elsewhere in this chapter, parking lots and areas for single-family attached dwellings on a common lot(s), multifamily dwellings uses, mixed-uses, and nonresidential uses permitted in the residential zoning districts shall:
      - (a) To the maximum extent feasible, be provided behind the rear building line of the principal building first. If not feasible, then may be located in the side yard behind the front building line of the principal building.
      - (b) Not be located in the front yard between the principal building and the public street, excluding alleys.
      - (c) Not be located on corner lots, on or adjacent to the intersection of two streets.
      - (d) Be provided with a planting strip at least five feet in depth between the edge of the street right-of-way (including alleys) and/or abutting lot lines, and any off-street parking area authorized in all applicable yards which are adjacent to a public street, alley, and/or abutting lot. Planting strips between the right-of-way and the parking area shall be landscaped and maintained in accordance with Part 7 of this chapter, relating to landscaping and vegetation preservation, across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points, or unless permitted as part of an approved joint use and/or interconnected parking facility. Unless otherwise provided in this chapter, including Part 7 of

this chapter relating to buffer and screening regulations, parking areas shall be provided with screening of no less than 80% opacity.

- (3) No parking area shall be designed to require motor vehicles to back into a street, excluding alleys, in order to exit the parking area.
  - (4) Except for single-family and two-family dwellings or in the case of valet parking when approved by a conditional use by the Borough Council, parking spaces and areas shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle.
  - (5) Unless the applicant meets the requirements for shared parking provided in this Part 9 of this chapter relating to parking reductions or alterations, required parking spaces shall be located in the same zoning district as the principal use.
  - (6) For institutional/civic uses:
    - (a) Off-street parking areas shall be provided and arranged so that persons do not have to cross arterial or collector streets abutting the site.
    - (b) Primary passenger dropoff and pickup areas should be provided on-site and arranged so that the passengers do not have to cross traffic streets abutting the site, and passenger dropoff and pickup areas shall be located in a manner that minimizes detrimental traffic impacts (both pedestrian and vehicular) on the surrounding neighborhood.
- B. In addition to all standards for parking facilities provided in accordance Chapter 22, relating to subdivision and land development, parking facilities shall also comply with the following:
- (1) Internal Landscaped Islands. In parking areas or lots containing more than 10 new spaces, or expansion of existing parking areas containing more than 4,000 square feet or more than 10 parking spaces, whichever is lesser, internal landscaped islands shall be provided in accordance with the following:
    - (a) One internal landscape island shall be provided for every 10 parking spaces or 20 double loaded spaces.
    - (b) Internal landscaped islands shall have a minimum width of four feet.

- (c) Internal landscape islands shall be placed at between double loaded parking spaces and at each end of rows of parking, between parking spaces and adjacent drives and access aisles.
  - (d) No more than 10 parking spaces shall be provided in an unbroken row without the provision of an internal landscape island designed to be parallel to the direction of the adjacent parking spaces, and which connects into the perpendicular internal landscaped island. Each internal landscape island shall have a minimum width of nine feet and minimum length of 18 feet.
  - (e) Internal parking islands shall be landscaped with plantings including one shade tree, a minimum diameter of 2 1/2 inches measured at 4 1/2 feet above the finished grade, for each five parking spaces.
  - (f) The remaining area of the required interior landscape islands and/or interior landscape area shall be landscaped with turf grass, shrubs or perennials either of which should not exceed two feet in height, or with another material acceptable to the Borough Engineer.
  - (g) Unless an alternative material and/or design as part of a readily accepted stormwater BMP in accordance with Chapter 26, relating to water (stormwater management), Chapter 22, relating to subdivision and land development, or any other construction materials specifications adopted by the Borough, and approved by the Borough Engineer, for promoting sustainable stormwater management practices, all landscape islands and planting strip areas shall be enclosed by appropriate curbing in accordance with Chapter 26, relating to water (stormwater management), Chapter 21, relating to streets and sidewalks and Chapter 22, relating to subdivision and land development, or a similar device at least six inches wide and six inches in height above the paving surface (e.g., wheel stops/bumpers, bollards, etc.), and shall be acceptable to the Borough Engineer.
- (2) Additionally, parking lot landscaping, trees, plantings, and screening shall be:
- (a) Planted with adequate unpaved surface around each for water and air.
  - (b) Free of insect pests and diseases.

- (c) Perpetually maintained in a healthy condition by the property owner. Any required planting that dies, is removed, or is severely damaged shall be replaced by the current property owner as soon as is practical considering growing seasons, within a maximum of 150 days.
    - (d) Parking lot screening shall be provided in accordance with Part 7 of this chapter relating to buffer and screening regulations.
  - (3) Lighting.
    - (a) Parking lots and structures shall be lit during evening, nighttime, and early morning operating hours as applicable.
    - (b) All lighting standards shall be located on interior landscaped islands and not on the parking lot surface.
    - (c) All on-site, outdoor lighting of off-street parking areas shall comply with Part 7 of this chapter relating to performance standards for all uses.
  - (4) Surfacing and Maintenance Standards for Parking Facilities.
    - (a) Parking facilities shall be so arranged as to provide for orderly and safe parking and short-term storage of motor vehicles.
    - (b) All parking spaces shall be marked with paint, provided with wheel stops/bumpers or bollards, or other methods so as to indicate their location.
    - (c) Parking facilities shall be kept clean and free from rubbish and debris.
- C. Motorized Vehicle Parking Facilities.
  - (1) Size Standards.
    - (a) See Table 9-10, Parking Standards, in this section for minimum required parking space, access aisle, and other design standards:

Table 9-10 Parking Standards				
Angle	Minimum Required Parking Space Width - Measured From Inside Edge of Any Parking Space Striping (feet)	Minimum Required Parking Space Depth (feet)	Minimum Required Access Aisle Width: One-Way Traffic (feet)	Minimum Required Access Aisle Width: Two-Way Traffic (feet)
Parallel	8	22	12	20
0.1° to 34.99°	10	19	12	20
35° to 54.99°	10	21	15	20
55° to 89.99°	10	22	18	22
90°	9	18	20	22

- (b) Parking space length and width can be increased from minimum sizes where appropriate in accordance with location, use, and turnover rate.
- (c) Tractor and trailer minimum required parking space sizes.
  - 1) Tractor-only parking shall be a minimum width of 12 feet and a minimum length of 31 feet.
  - 2) Tractor-and-trailer parking shall be a minimum width of 12 feet and a minimum length of 70 feet.
- (2) General Standards.
  - (a) Angled parking may be pull-in or reverse (back-in).
  - (b) On-street parking on at least one side of the street is permitted on access drives and proposed streets with speeds equal to or less than 30 mph.
  - (c) Where provided, on-street parking shall not be located within 25 feet of a cartway intersection in order to provide safe sight distance and adequate turning radius for large vehicles.
  - (d) Off-street parking areas shall be oriented to, and within a reasonable walking distance of, the uses they are designed for, and shall be designed to be consistent with adjacent neighborhoods.
  - (e) Parked vehicles adjacent to sidewalks and pedestrian walkways shall not overhang or extend over the sidewalk or pedestrian walkways in a manner that restricts pedestrian circulation. Where such overhang is not restricted by a wheel stop or other device, sidewalks



shall have a five-foot minimum clearance width from any obstacles.

- (f) Not less than a two-foot radius of curvature shall be permitted for horizontal curves in parking areas.
  - (g) All dead-end parking lots shall be designed to provide sufficient backup area for all end stalls.
  - (h) Painted solid lines at least four inches in width on the pavement, arrows, dividers, and/or other methods acceptable to the Borough shall be provided and maintained to control parking, and, when necessary, to direct vehicular circulation.
- (3) Parking Garages and Structures.
- (a) To the maximum extent feasible, inside lighting and reflective materials/flat paint shall be used inside the parking garage or structure and within all pedestrian areas to increase the feeling of safety. Glossy or semigloss paint shall not be permitted.
  - (b) To the maximum extent feasible, indoor lighting design shall address glare and light trespass onto adjacent properties and street rights-of-way, and reduction of shadows.
  - (c) All on-site, outdoor lighting of off-street parking areas shall comply with Part 7 of this chapter relating to performance standards for all uses.
  - (d) Directional and related warning signage shall be provided at exits of the parking garages and structures.
  - (e) To the maximum extent feasible, open-structure wall areas for natural ventilation or mechanical ventilation shall be provided.
  - (f) Interaction between vehicles and pedestrians shall be provided in a safe manner.
  - (g) Traffic flow by vehicles entering the parking garage or structure shall be mitigated by either on-site or external deceleration lanes based on the traffic impact study, if required by Chapter 22 relating to subdivision and land development.
  - (h) To the maximum extent feasible, parking garage and structure entries shall be internalized in building

groupings or oriented away from public streets, excluding alleys.

- (i) Preferred access to below-grade parking shall be either from the side or rear of buildings/structures.

D. ADA Handicapped Accessible Parking Facilities. The design and location of all required ADA<sup>66</sup> handicapped accessible parking facilities shall be in accordance to the most recent version of the ADA Standards for Accessible Design of the United States Department of Justice and Chapter 5, relating to code enforcement, whichever is more restrictive. The applicant shall certify in writing or plan note that the application for development complies with all relevant ADA requirements.

E. Bicycle Parking Facilities. The design and location of bicycle parking facilities shall be provided in accordance with the following regulations:

- (1) Bicycle parking facilities and areas may be located within any required front or side yard area.
- (2) Each bicycle space shall be equipped with a device to which a bicycle frame and one wheel can be attached using a chain or cable. There shall be adequate separation between adjacent devices to allow bicycles to be attached or removed without moving other bicycles. The devices shall also be suitable for use by bicycles not equipped with kickstands, and the appearance of the device shall be generally consistent with nearby urban design features.
- (3) The location of bicycle parking spaces shall be in close proximity to the structure or use for which they are provided. They shall be visible from at least one entrance to the structure.
- (4) Bicycle parking spaces shall be at least two feet by six feet.

**§ 27-905. Parking Reductions or Alterations. [Ord. No. 497, 1/8/2013]**

1. Except as provided in § 27-906 below relating to shared parking and residential uses, this section is a means for applicants for nonresidential uses and mixed-uses to meet the parking requirements by alternative means other than providing parking via paved off-street parking spaces located on the same lot.

---

66. Editor's Note: See 42 U.S.C. § 12101 et seq.

- A. **Borough Parking Facilities.** Within the mixed-use zoning districts, all uses located within a 600-foot radius of a public parking facility owned and/or operated by Wormleysburg, its authority, or authorized agent may include the parking spaces provided in said public parking facility as a part of the parking requirements.
- B. **On-Street Parking.** Within the mixed-use zoning districts where on-street parking is proposed, the following on-street parking standards shall apply:
- (1) On-street parking may be provided within street rights-of-ways parallel to the curblines only when parking on that street right-of-way has been approved by PennDOT for all state-owned streets or the Wormleysburg Borough Council for Borough-owned streets.
  - (2) Such on-street parking may be counted toward the required parking for permitted uses as set forth in Part 9 of this chapter relating to parking requirements.
  - (3) On-street parking areas may only be counted within the street rights-of-way abutting the lot lines of the lot owned by the applicant or landowner, exclusive of any driveway, access drive, or other curb cut, and exclusive of any existing cartway and perpendicular street, alley, or access drive.
  - (4) A bona fide on-street parking space, parallel to the curblines, shall measure at least eight feet in width and 22 feet in length, exclusive of any street cartway. Otherwise, if angled parking is permitted along the street by the Borough or PennDOT, then dimensions and number of on-street parking spaces shall be acceptable to the Borough Engineer and/or PennDOT.
  - (5) All eligible on-street parking areas shall be graphically depicted and otherwise indicated upon any permits and/or plans required by the Borough. Such parking areas shall not conflict with any turning movements off the cartway or obstruct access to any street, access drive, driveway, sidewalk, crosswalk, other accessway, or fire hydrant.
- C. **Shared Parking.** Within the mixed-use and general business districts where shared parking is proposed, the following shared parking standards shall apply:
- (1) If parking is proposed to be shared by two or more uses, both uses must be located upon the same lot, upon lots which are abutting, or adjacent lots meeting the distance requirements of Subsection 1C(2) herein below. An agreement in a form acceptable to the Borough and recorded in the Cumberland County Recorder of Deeds must be presented assuring use of

the required parking spaces until or unless the required parking spaces are located on the same lot as the use they serve. See Subsection 1C(4) below.

- (2) Users of shared parking facilities shall be required to show that some portion of the shared off-street parking area is within distance of an entrance, regularly used by patrons and/or occupants into the buildings served by the shared parking facilities in accordance with the following standards:
  - (a) Less than 250 feet for uses within the general business districts; and
  - (b) Less than 500 feet for uses within the mixed-use districts.
- (3) The minimum amount of shared parking required to be calculated according to the following:
  - (a) Calculate the required amount of parking required for each use as if it were a separate use.
  - (b) To determine the peak parking requirements, multiply the minimum parking required for each proposed use by the corresponding percentage in Table 9-11, Shared Parking Calculations, for each of the six time periods:

Table 9-11 Shared Parking Calculations						
Uses	Monday through Friday Times			Saturday and Sunday Times		
	8:00 a.m. to 6:00 p.m.	6:00 p.m. to 12:00 midnight	12:00 midnight to 8:00 a.m.	8:00 a.m. to 6:00 p.m.	6:00 p.m. to 12:00 midnight	12:00 midnight to 8:00 a.m.
Residential	60%	100%	100%	80%	100%	100%
Office	100%	10%	5%	5%	5%	5%
Retail	90%	80%	5%	100%	60%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Theater	40%	80%	10%	80%	100%	10%
Entertainment (including clubhouses, and lodges)	40%	100%	10%	80%	100%	50%
Public/institutional/school (non-place-of-worship)	100%	40%	5%	10%	10%	5%
Places of worship	20%	40%	5%	100%	50%	5%

- (c) Calculate the column total for each of the six time periods.

- (d) The column total (time period) with the highest value shall be the minimum parking requirement.
- (4) Written Agreement between Property Owners to Share Parking. Shared parking between more than one use and/or more than one property may be permitted when the Zoning Officer has made a determination of the minimum number of required parking spaces for the applicable property(ies) and/or use(s), and the owner(s) and/or operator(s) of the property(ies) and/or use(s) and the Borough have entered into a legal agreement in a form approved to by the Borough and recorded in the Cumberland County Recorder of Deeds setting forth the ownership, access, use, management, maintenance, and repair of the shared parking facilities. In the event the property(ies) and/or use(s) undergo changes of ownership, the agreement shall be updated to reflect current owner(s) of the use(s) and/or the property(ies). No agreement shall be terminable by any party except upon cessation of the use(s).
- D. Overflow Parking Held In Reserve. Where overflow parking held in reserve is proposed, the following overflow parking standards shall apply:
- (1) Overflow parking held in reserve, which shall include areas of required parking facilities that may remain unpaved, but must be leveled and stabilized in a grass condition, but that also may be constructed with other pervious surfaces acceptable to the Borough, so as to provide for possible "overflow" parking for other, seasonal or event peak times, shall be permitted subject to the following:
    - (a) The applicant shall submit a plan showing all required parking spaces, access aisles, maneuvering and turnaround areas, access drives, buffer yards, landscaping, lighting, and stormwater management facilities designed in strict conformance with all requirements of this chapter, Chapter 26, relating to water (stormwater management), and Chapter 22, relating to subdivision and land development; and
      - 1) All those required parking facilities and related improvements that are to be constructed.
      - 2) All stormwater engineering shall be designed based on total parking requirements, including the overflow parking reservation areas.
      - 3) All overflow parking reservation spaces which shall be delineated on the plan and designated as "reserved for future use," required to meet the

number of required parking spaces but otherwise not to be constructed in full compliance with the requirements of this Part 9 of this chapter.

- (2) Overflow parking reservation spaces shall not exceed 50% of the required parking spaces.
  - (3) No designated overflow parking reservation area shall count toward any required open space, yard or buffer yard requirements.
  - (4) The Borough may require installation of the remaining overflow parking related improvements, including all related stormwater management improvements, which have not been previously constructed under the following conditions:
    - (a) When there is evidence of continued or repeated use of the reserved overflow of parking spaces.
    - (b) When a reevaluation of the parking capacity by the Borough shows that future parking needs will not be met. The parking capacity shall be reevaluated whenever there is a change in use, ownership, number of employees, number of residents, building size, and/or land area.
  - (5) The applicant shall enter into an agreement with the Borough agreeing to design and construct all parking-related improvements, including all related stormwater management improvements, which have not been previously constructed within six months of notification from the Borough. Such agreement shall be in a form acceptable to the Borough and recorded in the Cumberland County Recorder of Deeds.
- E. Compact Vehicle Parking. Where compact vehicle parking is proposed, the following compact vehicle parking standards shall apply. Where more than 10 parking spaces are required and provided in an off-street lot or structure, a maximum of 40% of the required parking spaces may be provided for compact vehicles. Each such compact parking space shall be not less than eight feet wide by 17 feet long. All compact parking spaces shall be located in the same area of the off-street parking lot and be marked to indicate spaces designated for compact parking.
- F. Bicycle Parking Facilities.
- (1) Where bicycle parking is proposed, the following bicycle parking standards shall apply:

- (a) **Bicycle Parking Facilities.** Bicycle parking facilities for nonresidential and mixed land uses shall be provided in accordance with the following regulations:
- 1) Said bicycle parking may be counted toward the required parking for permitted uses as set forth in Part 9 of this chapter, relating to parking reductions or alterations, in accordance with the following standard. For every four bona fide bicycle parking spaces provided, the number of total number of required parking spaces for motor vehicles may be reduced by one, but not to exceed a reduction of more than three required parking spaces for motor vehicles.

**§ 27-906. Off-Street Parking Interconnections for Parking Lots with Nonresidential Uses, Mixed-Uses, and Residential Uses on Common Lot(s). [Ord. No. 497, 1/8/2013]**

1. In accordance with Chapter 22, relating to subdivision and land development, to the maximum extent feasible where nonresidential uses, mixed-uses, and multifamily dwellings use off-street parking lots abut another, similar nonresidential use, mixed-use, and multifamily dwelling use off-street parking lot, such parking facilities are strongly encouraged to be interconnected via internal vehicular connections or connection via a rear alley. This section shall also apply developments involving single-family attached dwelling uses on a common lot(s) abutting other single-family attached dwelling uses on the same common lot(s).
2. In accordance with Chapter 22, relating to subdivision and land development, to the maximum extent feasible, each nonresidential use, mixed-use, and multifamily dwelling use off-street parking lot are strongly encouraged to provide cross-access easements for its parking areas and access drives guaranteeing access to a similar, abutting nonresidential use, mixed-use, and multifamily dwelling use off-street parking lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow. This section shall also apply to developments involving single-family attached dwelling uses on a common lot(s) abutting other single-family attached dwelling uses on the same common lot(s).
3. Where vehicle interconnections and cross-access easements are proposed, the owner(s) and/or operator(s) of the property(ies) and/or use(s) and the Borough have entered into a legal agreement in a recordable form approved to by the Borough and recorded in the Cumberland County Recorder of Deeds setting forth the ownership, access, use, management, maintenance, and repair of the interconnected parking and access facilities. In the event the property(ies) and/or use(s) undergo changes of ownership, the agreement shall be updated to reflect current owner(s) of the use(s) and/or the

property(ies). No agreement shall be terminable by any party except upon cessation of the use(s).

**§ 27-907. Parking and Storage of Certain Motor Vehicles. [Ord. No. 497, 1/8/2013]**

1. Buses, Commercial Trucks, Truck Tractors, Truck Trailers, and Other Similar Large Motor Vehicles. In all zoning districts, unless provided in elsewhere in the Codified Ordinances of the Borough of Wormleysburg, including Chapter 5, relating to code enforcement, and Chapter 15, relating to motor vehicles and traffic, and elsewhere here in Part 9 of this chapter, the temporary unenclosed parking of buses and commercial trucks, truck tractors, truck trailers, and other similar large motor vehicles shall be subject to the following criteria:
  - A. The temporary unenclosed parking of buses and commercial trucks, truck tractors, truck trailers, and other similar large motor vehicles shall be permitted on residential lots and within the residential zoning districts and mixed-use zoning districts in accordance with the following:
    - (1) Such vehicle is used by residents of the dwelling pursuant to their occupation and/or to travel to and from work.
    - (2) The maximum number of vehicles per lot shall be one vehicle; and
    - (3) The maximum aggregate gross vehicle weight of the vehicle shall be 11,500 pounds.
  - B. The temporary unenclosed parking of buses and commercial trucks, truck tractors, and other similar large motor vehicles shall be permitted on:
    - (1) Nonresidential lots in the O or GC Zoning Districts; and
    - (2) All lots with agricultural uses where the parking of said vehicles is incidental to the agricultural operation(s).

**§ 27-908. Prohibited Uses of Off-Street Parking Facilities. [Ord. No. 497, 1/8/2013]**

Off-street parking facilities are for the sole purposes of accommodating the passenger vehicles of persons associated with the use that requires them. Parking facilities shall not be used for the following:

1. The sale, display, or storage of automobiles or other merchandise, other than an approved temporary use.



2. Parking/storage of vehicles accessory to the use, except during hours when business operations are suspended.
3. Performing services, including services to vehicles.
4. Loading purposes, except during hours when business operations are suspended.
5. Temporary storage units and trash/waste disposal (e.g., pallets, cardboard).
6. Recreational vehicle parking/storage, except during regular business hours of operation.

**§ 27-909. Loading and Unloading Standards. [Ord. No. 497, 1/8/2013]**

Loading and unloading spaces are subject to the following criteria:

1. Except as otherwise provided in this chapter, an off-street loading space shall be an area of land, open or enclosed, other than a street, used primarily for the standing, loading or unloading of motor trucks, tractors and trailers, and/or other service vehicles so as to avoid undue interference with the public use of streets. If a reasonable alternative does not exist, traffic may be obstructed for occasional loading along an alley.
2. The off-street loading space shall be not less than 12 feet wide, and 35 feet in length, and, when covered, no less than 13 feet in height. For warehouse buildings or buildings accommodating tractor-trailers, the minimum off-street loading space size shall be increased to 14 feet wide and 70 feet long; when covered, no less than 15 feet in height; and no less than a sixty-foot turnaround and maneuvering area.
3. Off-street loading space shall not be used or designed, intended or constructed to be used in a manner to obstruct or interfere with the free use of any street, sidewalk, designated fire lane, or adjacent property.
4. Off-street loading spaces shall not be located so that vehicles entering or leaving the spaces would conflict with parking spaces and require backing maneuvers in areas of customer or public circulation during hours of operation.
5. See Table 9-12, Off-Street Loading Requirements, for off-street loading space requirements for specific uses:

Table 9-12 Off-Street Loading Requirements		
Type of Use	Gross Floor Area	Number of Loading Spaces
Commercial (retail/service), wholesale, industrial/manufacturing, hospitals, laundry, institutional, and similar uses	Less than 10,000 square feet	0
	10,000 square feet to 50,000 square feet	1
	More than 50,000 square feet to 100,000 square feet	2
	More than 100,000 square feet to 250,000 square feet	3
	Each additional 250,000 square feet	1
Office buildings and hotels	Less than 10,000 square feet	0
	10,000 square feet to 100,000 square feet	1
	More than 100,000 square feet to 300,000 square feet	2
	More than 300,000 square feet	3

6. When determination of the number of required off-street loading spaces results in a requirement of a fractional space, any fraction up to and including 1/2 may be disregarded, and fractions over 1/2 shall be interpreted as one off-street loading space.
7. Where there are multiple uses within a development or on the same lot, shared loading spaces shall be used among as many uses as practical. Loading spaces shall be adjacent to the use or building served except that in a group of buildings in the same use on the same lot, one building may be designated to receive and dispatch goods, provided the total applicable floor area in all buildings on the lot is aggregated in determining the total required loading spaces.
8. In all zoning districts except for the O and GC Zoning Districts, off-street loading facilities shall not be permitted within any front yard between the principal building and the public street, excluding alleys.
9. Off-street loading facilities shall be located on the side(s) of the building not facing an abutting residential zoning district or existing residential use in the mixed-use zoning districts.
10. No off-street loading spaces shall be permitted within any required building setback, yard, and/or buffer yard area.
11. Off-street loading facilities shall comply with all applicable standards of Part 7 of this chapter relating to buffer and screening regulations.
12. For all off-street loading areas, a planting strip at least 10 feet wide between the edge of the street right-of-way (including alleys) and/or abutting lot lines, and any off-street loading area authorized in all applicable yards which are adjacent to a public street, alley, and/or abutting lot. Planting strips between the right-of-way and the loading area shall be landscaped and maintained in accordance with Part 7 of this chapter relating to Landscaping and

Vegetation Preservation, across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points, or unless permitted as part of an approved joint use and/or interconnected loading facility. Unless otherwise provided in this chapter, including Part 7 of this chapter, relating to buffer and screening regulations, loading areas shall be provided with screening of no less than 80% opacity.

13. Surfacing. All off-street loading facilities shall be constructed and maintained with the same paved concrete or bituminous surface material required for access drives in the this Part 9 of this chapter relating to general provisions, Chapter 22, relating to subdivision and land development, and/or any applicable Borough construction and materials specifications.
14. All on-site, outdoor lighting of off-street loading areas shall comply with Part 7 of this chapter relating to performance standards for all uses.

**§ 27-910. Stacking Standards. [Ord. No. 497, 1/8/2013]**

Stacking spaces and lanes are subject to the following criteria:

1. Stacking facilities associated with any use having a drive-through and/or drive-up facilities or other uses provided in Table 9-13, Stacking Lane Requirements, shall be provided to prevent vehicle backups on adjoining streets.
2. Stacking lanes shall begin at the window or communication/mechanical device (e.g., menu board) first encountered by the vehicle user.
3. Stacking lanes shall have on-site directional signs, indicator lights or pavement markings identifying the direction of travel and lane status (e.g., open vs. closed).
4. Stacking spaces and lanes shall not impede on- and off-site traffic movements, shall not cross or pass through off-street parking areas, and shall not create a potentially unsafe condition where crossed by pedestrian access to a public entrance of a building.
5. Stacking lanes shall be separated by striping or curbing from off-street parking areas. Individual lanes shall be striped, marked, or otherwise distinctly delineated.
6. The minimum required dimensions of one stacking space shall be not less than 12 feet wide, 20 feet in length.
7. The following stacking space requirements for specific uses shall be provided as listed in Table 9-13, Stacking Lane Requirements:

<b>Table 9-13 Stacking Lane Requirements</b>	
<b>Use</b>	<b>Required stacking space</b>
Bank and other financial institution with drive-through/ drive-up window and/or ATM	4 vehicles/lane or kiosk
Restaurant, fast food or food service, fast food	4 vehicle lengths behind menu board; and 4 vehicle lengths behind first window
Photo processing/pharmacy	2 vehicles/window or kiosk
Laundry and dry cleaning	2 vehicles/window or kiosk
Motor vehicle service stations/fueling pumps	2 vehicles/pump
Gated parking lot entrance	1 vehicle/gate
Gated unit or overhead door	1 vehicle/door
Hospital	4 emergency vehicles
Motor vehicle washing facility	2 vehicle lengths per bay; and 2 vehicle lengths for drying