

ARTICLE XX. OFF-STREET PARKING AND LOADING (AMENDED BY ORDINANCE 2020-03, DATED 01/13/2020, ORDINANCE NO.2023-10, DATED 08/14/2023, ORDINANCE NO. 2023-15 and ORDINANCE NO. 2023-16, DATED 11/27/2023)

SECTION 2001. COMPLIANCE REQUIRED

No building shall be erected, enlarged by an increase of floor area, or converted to a new use classification in any district, unless off- street parking spaces are provided as set forth in the following schedule. In addition to the number of parking spaces set forth herein, or determined in a Parking Demand and Needs Assessment (PDNA), there shall also be provided sufficient access to the parking spaces to allow vehicles to enter and leave the lot and to turn within it in a safe and orderly manner and without disrupting traffic in the public right- of- way.

SECTION 2002. MINIMUM OFF-STREET PARKING REQUIREMENTS

1. Dwellings:
 - a. Single- family detached, single- family semidetached and duplex: two (2.0) spaces for each dwelling unit.
 - b. Townhouses: One and three quarters (1. 75) spaces for each dwelling unit.
 - c. Apartment dwellings: One (1.0) space for each dwelling unit
2. Schools:
 - a. Elementary: one and one- half (1.5) spaces for each classroom.
 - b. Secondary: one space for each five students, based on design capacity of the facility.
3. Handicapped parking space location, dimensions and number shall be regulated by the Department of Code Compliance.
4. For other uses which do not fit into one (1) of the above categories, determination of the adequate off- street parking space requirement shall be determined in a Parking Demand and Needs Assessment (PDNA) to be provided by the applicant.

SECTION 2003. PARKING DEMAND NEEDS ASSESSMENT (PDNA)

1. To determine required parking needs, a Parking Demand and Needs Assessment (PDNA) shall be submitted at the developer's expense.
2. The components of a PDNA shall include, at least, the following:
 - a. A narrative discussion of the type of use and an explanation of why such use is unique from a parking needs standpoint.
 - b. Basic traffic generation data, such as numbers of anticipated vehicles entering and exiting the site at peak hours. This should include data derived from ITE or similar uses at other sites.

- c. Existing or proposed public transit facilities available to the site and the availability of potential pedestrian or bicycle access to the site.
 - d. Proposed means of parking/ traffic mitigation measures, such as carpools/ vanpools, varied work shifts, company -operated buses or shuttles and employee incentives for utilizing alternate modes of transportation.
 - e. Anticipated number of employees, parking counts from similar land uses, amount of time a typical user parks at the site, possibility of shared parking between one or more adjacent land uses, peak period parking demand information, and any additional relevant information requested by the Township.
3. The Township Board of Commissioners shall review and provide a decision on the parking demand needs assessment with final plan approval.

SECTION 2004. PARKING SPACE COMPUTATION

When the computation to determine the number of required parking spaces results in a requirement of a fractional space, any fraction up to and including one- half (1/2) shall be disregarded, and fractions over one- half (1/2) shall equal one (1) space.

SECTION 2005. PARKING AREA ACCESS AND LOCATION

1. All off- street parking and loading areas and access shall be located on the same lot as the building which they are intended to serve and shall be readily accessible to it, unless located within an office park, industrial park, shopping center or within the T6 Urban Transition Overlay area and provided in accordance with Section 2005. 6 and 7 herein.
2. All parking areas, loading areas, and access areas shall be located in the same Zoning District and T -Zone Overlay as the use which they serve unless otherwise specified in the T- 6 Urban Transition Overlay.
3. Access to a parking lot must be located in the same Zoning District and T -Zone Overlay as the parking lot unless otherwise specified in the T- 6 Urban Transition Overlay.
4. No required off- street parking spaces shall be located within the required front yard, or yards in the case of a corner lot in a residential district. In all other districts, offstreet parking shall not be located within ten (10) feet of any street right- of- way, nor within any space required by this ordinance as a perimeter buffer area, and, where applicable, shall be located in accordance with the appendices and relevant T -Zone Overlay requirements.
5. No off- street parking within a business district or industrial district, with the exception of off- street parking servicing and located within an office park, industrial park or shopping center, shall be located within the required rear or side yard building setback if the lot is adjacent to a residential district.
6. All or part of the off- street parking spaces within an office park, industrial park, shopping center or within the T- 6 Urban Transition Overlay for two (2) or more 3 uses may be provided in common parking garages or parking lots, provided that the number of spaces

is not less than the sum of the spaces provided for each use individually. Where shared parking arrangements are formalized between adjoining uses, the perimeter buffer is not required along the common lot line.

7. All or part of the off- street parking spaces within an office park, industrial park, shopping center or within the T- 6 Urban Transition Overlay may be provided in parking structures/ decks or parking lots located on a separate lot or lots within a three hundred (300) feet of walking distance from the use for which the parking is provided; however, the separate lot must be located within the office park, industrial park, shopping center or within the T- 6 Urban Transition Overlay

SECTION 2006. PARKING AREA SCREENING (See Section 2512 and Section 2513.)

SECTION 2007. PARKING AREA SURFACE

Every off- street parking area and access drive thereto shall be surfaced with an all-weather durable and dustless material, such as stone, asphalt, macadam, or concrete. It shall be so graded and drained as to dispose of all surface water accumulation and shall have bumper guards where needed.

SECTION 2008. PARKING AREA DIMENSIONS

1. Each parking space shall be a minimum width of nine (9) feet and a minimum depth of eighteen (18) feet, except that a maximum of three (3) percent of the parking spaces or five (5) spaces, whichever is less, may be designed to accommodate motorcycles. Motorcycle spaces shall be a minimum of four (4) feet in width and nine (9) feet in length.
2. Minimum dimensions for off- street parking and maneuvering space shall be as follows:

Parking Angle	Stall Width (feet)	Stall Depth (feet)	Aisle Width (feet)
90°	9	18	24
60°	9	18	20
45°	9	18	18

3. Parallel parking spaces shall measure a minimum of seven (7) feet wide by twenty- two (22) feet long and shall not be located within twenty- five (25) feet of an intersection.
4. When off- street parking facilities are located adjacent to a public alley, the width of said alley may be assumed to be a portion of the maneuvering space requirement, but not as part of the parking space minimum area.

SECTION 2009. PARKING AREA RESERVATION

All off- street parking areas shall be reserved for and used for motor vehicle parking only, with no sales, dead storage, repair work, dismantling, or servicing of any kind. The parking of one (1) commercial motor vehicle with a maximum payload capacity of two and one- half (2 1/ 2) tons is permitted on a residential dwelling lot in any zoning district if needed by the resident of the dwelling for a home occupation or for a business not conducted on the premises. A maximum of one (1) recreation vehicle is permitted to be parked overnight on a lot in any zoning district, except where expressly permitted as part of the principal use, provided it is not to be used for sleeping, recreation, or living purposes at any time while parked on the property.

SECTION 2010. OFF-STREET LOADING AND UNLOADING SPACE

1. Off- street loading and unloading space or spaces shall be designed with appropriate means of vehicle access to a street in a manner which will least interfere with pedestrian and vehicular traffic.
2. Loading and unloading spaces shall have paved surfaces.
3. Loading and unloading spaces shall not be located within the required front yard.
4. Off- street parking spaces shall not be utilized for loading and unloading purposes.
5. Where possible, off- street loading and unloading space or spaces shall be located on the face of a building not facing any adjoining land in residential districts. If such loading and unloading spaces are located on the face of a building adjoining residentially zoned land, a continuous visual screen shall be provided along the property line.
6. No storage of any kind, nor motor vehicle repair work of any kind, except emergency work, shall be permitted within any loading or unloading space or spaces.
7. Off- street loading and unloading spaces shall be at least twelve (12) feet in width by at least fifty (50) feet in length, exclusive of aisle and maneuvering spaces, and shall have a vertical clearance of at least sixteen (16) feet.

SECTION 2011. HANDICAP PARKING

Handicap parking spaces shall be provided in accordance with the Americans with Disabilities Act.

SECTION 2012. RESIDENTIAL DRIVEWAYS

1. A driveway shall be surfaced with an all-weather, durable and dustless material. Such material shall extend the full length and width of the driveway. Any portion of a driveway constructed within the public right-of-way shall be constructed to the approved standards of the Township or PennDOT.
2. Residential driveways shall have a minimum width of eight (8) feet.
3. Residential driveways shall be set back three (3) feet from the property line.
4. Refer to Section 2211.

SECTION 2013. BICYCLE RACKS

All commercial, mixed use and multi -family developments shall provide bicycle rack facilities, as follows:

1. All commercial and mixed - use developments larger than 20, 000 square feet in size shall provide one (1) bicycle rack per 10, 000 square feet of gross floor area.
2. All multi -family developments with ten (10) or more dwelling units shall provide one (1) bicycle rack per ten (10) dwelling units.
3. Not more than five (5) bicycle racks shall be required for anyone (1) facility.
4. Bicycle racks shall be located along the front or sides of buildings, clearly visible from main entrances.
5. Bicycle racks shall be located so as to permit a minimum clearance of five (5) feet along sidewalks.
6. Smaller bicycle racks at multiple locations are preferred over larger racks located far from main entrance.