

PART 19

LOT ACCESS, PARKING, AND LOADING REGULATIONS

Section 1900. General Provisions

- A. The lot access, parking, and loading provisions of this Chapter shall apply as follows:
1. For all buildings and structures erected and all uses of land established after the effective date of this Chapter, accessory parking and loading, and where applicable, principal parking facilities shall be provided as required in this Part.
 2. When the intensity of use of any building, structure or premises, shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measurement specified herein for required parking and loading facilities, parking and loading facilities shall be provided for such increase in intensity of use in the amount by which the requirements for the increase in intensity would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Chapter.
 3. Whenever the existing use of a building, structure or land shall hereafter be changed to a new use, parking and loading facilities shall be provided as required for such new use. However, if the existing use of land or structure was established prior to the effective date of this Chapter, additional parking or loading facilities are mandatory only in the amount by which the requirements for the new use would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Chapter.
 4. The non-residential parking facilities required shall be available to patrons throughout the hours of operation of the particular business or use for which such facilities are provided.
 5. Where lot access, access drives, driveways, parking lots, and loading facilities 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 or driveway surfacing shall end at the backside or building-side of the sidewalk and on the front-side or street side of the sidewalk. No access drive or driveway surfacing shall extend over the sidewalk area. Sidewalk materials shall be continued across all access drives and driveways.
 6. The term “parking space” includes either covered garage space or uncovered, improved and stabilized parking space located off the public right-of-way, except where on-street parking is permitted to count toward required parking spaces as provided herein this Part.
 7. Required parking shall not be deemed to be part of the open space of the lot on which it is located, unless designated as overflow parking in accordance with this Part.
 8. Required parking shall not encroach onto any required buffer yards as required in Part 4 of this Chapter.

Section 1901. R-L and R-M Zoning District Lot Access and Parking

- A. Where a lot proposed for development abuts an alley and where the majority of the existing principal buildings on the same shared block face (between two [2] intersecting streets) along the same side of the street take access from the alley and have parking to the rear of the lot, then new lot access and parking areas shall be provided in a similar manner and location.

1. Single-Family Detached, Single Family Semi-Detached, and Two Family Dwellings
 - a. Single family detached, single family semi-detached, and two (2) family dwelling lot access and off-street parking spaces 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).
 - c. At the street right-of-way (excluding alleys), a driveway providing access to a single car garage or parking area shall be limited to ten (10) feet in width, and for a double car garage or parking area, the width shall be limited to twenty (20) feet. In no case shall a driveway be wider than twenty (20) feet at the right-of-way line. Parking on the driveway shall be limited to vehicles registered as a passenger car or a truck having a gross weight rating less than seven thousand five hundred (7,500) pounds.
2. Uses other than Single-Family Detached, Single Family Semi-Detached, and Two Family Dwellings
 - a. Required off-street parking for uses other than single-family detached, single family semi-detached and two family dwellings, off-street parking (lots and areas), shall be provided in the rear of the principal building/structure first and if not possible, then may be located in the side yard behind the front façade of the principal building/structure.
 - b. Access drives shall be designed, sited, and constructed in accordance with Chapter 22 of the Borough of Highspire Subdivision and Land Development Ordinance.

Section 1902. MN/C and CBD Zoning District Lot Access and Parking

- A. Parking lot and structure access in the MN/C and CBD Zoning Districts:
 1. For a lot proposed for development and abutting an alley, access to the lot shall not be taken from the front of a property to a public street.
 - a. Lot access shall be provided at the rear of lots from the alley for those lots abutting alleys.
 - b. No new curb cut for a driveway or access drive shall be provided along a public street for lots abutting alleys, and required off-street parking (lots and areas) shall:
 - (1). be provided in the rear of the principal building;
 - (2). not be located between the principal building and the public street (excluding alleys).
 - (3). not be provided along 2nd Street; and
 - (4). not be located on corner lots, on or adjacent to the intersection of two (2) streets.
- B. Parking Garages and Structures in the MN/C and CBD Zoning Districts:
 1. See Part 14 of this Chapter.

C. Non-Residential Uses in the MN/C and CBD Zoning Districts

1. For all non-residential uses, located within a six hundred (600) foot radius of a public parking facility owned and/or operated by Highspire Borough or its agent, may include the parking spaces provided in said public parking facility as a part of the parking requirements.

Section 1903. Driveways and Access Drives

A. Driveways

1. Driveways shall meet the following standards:
 - a. No more than two (2) driveway connections per lot shall be permitted, and driveways shall be no closer than one hundred (100) feet on the same lot.
 - b. On corner lots or where more than one (1) intersecting street (including alleys) abuts the lot, a new curb cut or access for a driveway shall be provided on the street conveying the lesser amount of existing or proposed daily traffic. This specifically includes alleys.
 - c. Driveways shall not be:
 - (1). less than forty (40) feet from the edge of the right-of-way of any street intersection;
 - (2). within twenty (20) feet of an alley right-of-way;
 - (3). less than five (5) feet from a fire hydrant,
 - (4). less than two and one half (2 ½) feet from abutting lot lines, unless a shared driveway is proposed.

These distances shall also include driveway flares.

- d. A driveway shall not exceed a slope of eight (8) percent within twenty-five (25) feet of the street right-of-way line, and not more than fifteen (15) percent overall.
- e. At the street right-of-way (excluding alleys), a driveway providing access to a single car garage or parking area shall be limited to ten (10) feet in width, and for a double car garage or parking area, the width shall be limited to twenty (20) feet. In no case shall a driveway be wider than twenty (20) feet at the right-of-way line. Parking on the driveway shall be limited to vehicles registered as a passenger car or a truck having a gross weight rating less than seven thousand five hundred (7,500) pounds.
- f. In no case shall there be unrestricted access from a lot along the length of a street or alley.
- g. A curb return entrance is illustrated in Figure 5.1. When curb return entrances are used, the curb shall have a minimum five (5) foot radius, and no greater than fifteen (15) feet is permitted on both sides of the driveway in addition to the twenty (20) driveway foot width. However, any driveway entering into PennDOT right-of way shall be designed in accordance with PA Code Title 67, Chapter 441.

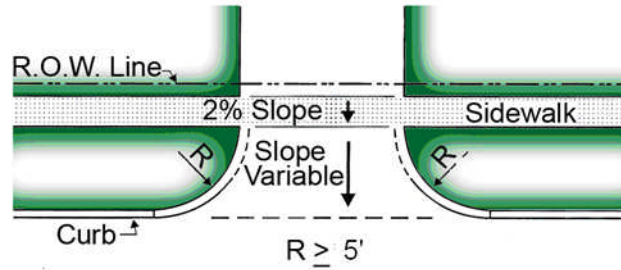


Figure 5.1. Typical Curb Return Entrance

Note: for driveways entering into PennDOT ROW, design shall be in accordance with standards in PA Code Title 67, Chapter 441. Modified from Source: AASHTO
(Source: Pennsylvania Standards for Residential Site Development, 2007)

- h. When flared driveway entrances are used, a minimum two (2) foot flair shall be provided. No flare shall cross an extended side property line. A typical flared entrance is illustrated in Figure 5.2

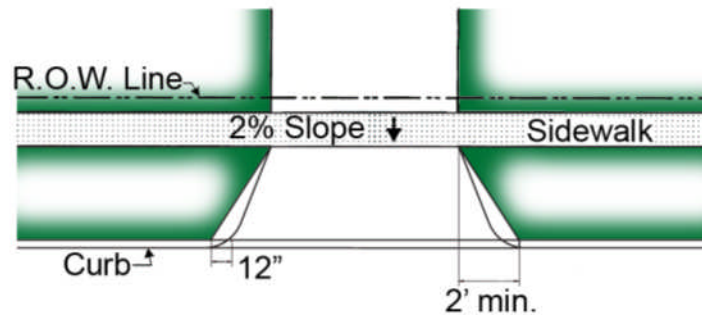


Figure 5.2. Typical Flared Driveway Entrance

Modified from Source: AASHTO
(Source: Pennsylvania Standards for Residential Site Development, 2007)

- i. Non-curbed driveway entrances shall have a minimum edge-of-pavement radius of five (5) feet, and no greater than fifteen (15) feet is permitted on both sides of the driveway in addition to the twenty (20) driveway foot width as illustrated in Figure 5.3

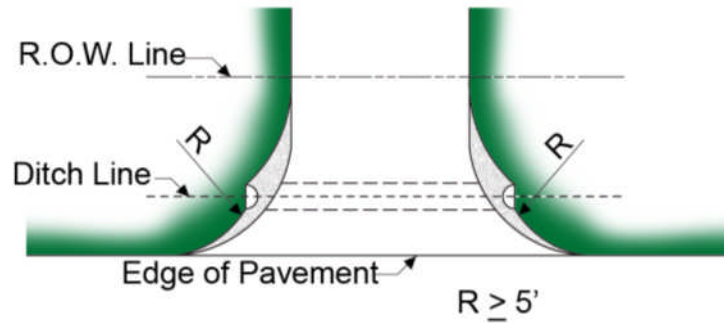


Figure 5.3 Typical Non-curbed Driveway Entrance

Modified from Source: AASHTO

(Source: Pennsylvania Standards for Residential Site Development, 2007)

- j. Any driveway intersecting with a State-owned street or road shall require the obtainment of a PennDOT Highway Occupancy Permit.
- k. Driveways shall not interfere with normal traffic movement nor be constructed in a manner to be inconsistent with the design, maintenance and drainage of the street. When required to maintain drainage, a pipe no less than fifteen (15) inches in diameter shall be installed.
- l. A driveway location shall be delineated on all plans / permits, as applicable.
- m. Additionally, driveways shall be located so as to provide adequate sight distance and clear sight triangles at intersections with streets. Such sight distances and clear sight triangles shall be as specified in the Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development.

B. Access Drives

- 1. Access drives shall conform with Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development Chapter.
- 2. In no case shall there be unrestricted access from a lot along the length of a street or alley.

Section 1904. Parking Requirements

- A. The following parking requirements shall be minimum standards:

**Table 19-1.a
 Parking Schedule**

Residential Use	Minimum Required Spaces
Apartment Conversions	2 per dwelling unit
	2 per dwelling unit, plus 1 for each guest/sleeping room
Bed and Breakfast Homes and Inns	Other uses beyond the dwelling unit and guest/sleeping rooms, and open to the public: Number of spaces normally required for similar uses listed elsewhere within this schedule
Boarding House or Rooming House	2 per dwelling unit of owner/resident manager and other

Residential Use	Minimum Required Spaces
	permanent residents, plus 1 space for each sleeping/rooming unit for let
Continuing Care Retirement Facility or Long Term Care Nursing Home or Personal Care Facility (individual or in combination of the following:)	Personal care or nursing care centers: 1 space for each 4 beds plus 1 space per employee on largest shift.
	Apartment units: 1.25 spaces per dwelling unit.
	Cottage units (single family units): 1 space per dwelling unit plus 1 space per 5 units for guest parking.
	Other uses not specified herein above: Number of spaces normally required for similar uses listed elsewhere within this schedule
Family Care Facility	2 per dwelling unit, plus 1 for each 300 square feet of gross floor area dedicated to the care use
Flag Lot Residence	2 per dwelling unit
Group Care	2 per dwelling unit, plus 1 for each 4 residents
Group Home	2 per dwelling unit, plus 1 for each 4 residents
Mobile Home Park	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served.
Multi-Family Dwellings/Apartments	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served
Single Family Attached Dwelling	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served
Single-Family Detached Dwelling	2 per dwelling unit
Single Family Semi-Detached Dwelling	2 per dwelling unit
Two-Family Detached Dwelling	2 per dwelling unit

Non-Residential Use	Minimum Required Spaces
Adult Related Uses	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Agriculture Operation	2 per dwelling unit, plus 1 for each non-resident employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Animal Hospital, Veterinary Office	2 per exam table, 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 following:)	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, plus 3 stacking spaces per wash bay)
	Fuel/Gasoline Sales/Distribution: 1 per fuel pump which may be provided at fuel pumps at a ratio of not more than 2 spaces per each pump (one [1] on each side), plus 1 for each employee on the peak shift.
Automobile Wrecking, Junk and Scrap Storage and Sales	1 per ½ acre, plus 1 per employee on the peak shift
Banks	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Billboard	1 per billboard
Boat Launching Facility, Boat Storage, and Marina	1 per boat dock space / slip space, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
Business Services	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Campground or Camp	1 per campsite, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
Cemetery	5, plus 1 per employee on the peak shift
Clinic, Medical	4 per patient examination room, plus 1 per employee on the peak shift
Club, Clubhouse or Lodge, Private	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift.
Commercial Recreation, Indoor	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift.
Commercial Recreation, Outdoor	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift; or if completely outside of a structure 1 per each 3 users at maximum utilization, plus 1 per employee on the peak shift
Communication Antennas, Towers and Equipment Transmitting &	1 per lot

Non-Residential Use	Minimum Required Spaces
Receiving Facilities	
Community Garden	no minimum required
Contractors' Office or Storage Yard	1 per 750 square feet of office gross floor area, plus 1 per employee on the peak shift
Convenience Store, General	1 per 100 square feet of net floor area, plus 1 per fuel pump, plus 1 per employee on the peak shift
Convenience Store, Neighborhood	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
Daycare, Commercial	1 per employee on the peak shift plus 1 per 6 client (adult or child) enrolled
Dog Day Care	1 per each 15 animals based on maximum animal capacity, plus 1 per employee on the peak shift
Farmer's Market and/or Flea Market	1 per 400 square feet of gross floor area (indoor and outdoor) 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
Fishing, Boating Lodges	1 per boat dock space / slip space, plus 1 per employee on the peak shift, plus one-half (1/2) of the spaces normally required for accessory uses listed elsewhere within this schedule
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
Forestry	1 per employee on the peak shift
Funeral Home	25 for 1st parlor, plus 10 for each additional parlor
Greenhouse and 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
Halfway House	1 per 2 beds, plus 1 per employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Home Improvement Center, Lumber, and Building Materials Sales (Retail and/or Indoor)	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
Hospital	2 per 3 beds, plus 1 per employee on the peak shift
Hotel	1 per guest/sleeping room, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Kennel, Commercial	1 per each 15 animals based on maximum animal capacity, plus 1 per employee on the peak shift
Laundry & Dry Cleaning Establishment (Industrial)	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Laundry & Dry Cleaning Establishment (Personal)	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Library	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Market Garden	no minimum required
Massage Therapy	1 per table, plus 1 per employee on the peak shift
Mini-Storage Warehouses	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 one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule

Non-Residential Use	Minimum Required Spaces
Municipal Owned Uses	Number of spaces normally required for similar uses listed elsewhere within this schedule
Museum	1 per 400 square feet of gross floor area (indoor and outdoor) open to and accessible to the public, plus 1 per employee on the peak shift
Natural Areas or Wildlife Refuges	1 per acre or portion thereof
Nightclubs	1 per 100 square feet of net floor area, plus 1 per employee on the peak shift
Offices, Business Professional	1 per 300 square feet of gross floor area, plus 1 per employee on the peak shift
Offices, Medical	2 per patient examination room, plus 1 per employee on the peak shift
Parking Lot	1 per employee on the peak shift
Parking Structure	1 per employee on the peak shift
Parks, Playgrounds and Other Non-Commercial Recreational Uses.	3 per acre or portion thereof
Personal Services	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Place of Worship and Related Uses	1 per 3 seats based on maximum seating capacity, or 1 per 250 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 Utility Building or Structure	1 per employee on the peak shift, plus 1 per vehicle stored on site
Research & Development, Engineering or Testing Facility or Lab	1 per 400 square feet of gross floor area
Restaurant (Fast Food)	1 per 2 seats, plus 1 for each 2 employees on the peak shift
Restaurant (Sit Down)	1 per 4 seats, plus 1 for each 2 employees on the peak shift
Retail Business	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Sawmill	1 per employee on the peak shift
Schools, Commercial	1 per 4 students, plus 1 per employee on the peak shift
Schools, Public or Private, Primary	1 per each 30 students enrolled, plus 1 per employee, plus 1 per each 30 seats for auditorium, gymnasium, or multipurpose room
Schools, Public or Private, Secondary	1 per each 5 students enrolled, plus 1 per employee, plus 1 per each 30 seats for auditorium, gymnasium, or multipurpose room
Schools, Vocational	1 per 4 students, plus 1 per employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Taverns/Bars	1 per 4 seats, plus 1 for each 2 employees on the peak shift
Theater, Indoor	1 per 3 seats based on maximum seating capacity, or 1 per 250 square feet of gross floor area, whichever is larger
Transportation Terminal	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Treatment Center	1 for each 3 patient/client, plus 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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.

Accessory Use	Minimum Required Spaces
Accessory Apartment	2 per dwelling unit
Automated Banking Facility	2 when not associated with on-site principal bank or other financial service, otherwise no minimum required
Daycare, Accessory	2 per dwelling unit as part of principal use
Daycare, Commercial	1 per employee on the peak shift plus 1 per 6 client (adult or child) enrolled
Daycare, Family	2 per dwelling unit as part of principal use, plus 1 per non-resident employee, plus 1 for patron use
Essential Services	no minimum required
Home Occupation	2 per dwelling unit as part of principal use, plus 1 per non-resident employee
No Impact Home Based Business	2 per dwelling unit as part of principal use
Outdoor Café/Dining	no minimum required

- B. ADA Handicapped Accessible Parking Requirements. The number of handicapped accessible parking spaces required by the Americans with Disabilities Act (ADA) 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 buildings.

C. Computation of Spaces

1. When determination of the number of required parking spaces results in a requirement of a fractional space, any fraction up to and including one-half ($\frac{1}{2}$) may be disregarded, and fractions over one-half ($\frac{1}{2}$) shall be interpreted as one (1) parking space.

D. Parking Requirements Not Specified

When the parking requirements are not specified herein for a structure or use for which an application for a permit has been filed, the zoning officer shall make the determination of which parking requirement standards shall apply in order to ensure that adequate parking spaces are provided to serve the needs of proposed uses in conformance with the standards set forth herein and upon consideration of all factors entering into the parking needs of each such use.

E. Mixed Uses

1. Except as otherwise provided herein this Part, for mixed uses, total requirements shall be the sum of the requirements of the component uses computed separately.

Section 1905. Location and Design of Parking Spaces

A. Parking spaces for single family attached, multi-family dwelling/apartment, mixed and non-residential uses shall be on the same lot and in the same zoning district as the principal use or open area conforming to the following regulations, unless the applicant meets the requirements for shared parking provided in this Part.

B. Setback for parking areas shall be provided as follows:

1. All parking spaces and access drives shall be at least five (5) feet from any single family attached, multi-family dwelling/apartment, mixed use and non-residential buildings located on the lot. The five (5) foot corridor thus established between the parking area and building shall be for the purpose of providing a pedestrian access walkway.
2. Parking spaces shall not be located within any required building setbacks; nor within any required buffer yard area.
3. Except as set forth elsewhere in this Chapter, parking lots and areas for single family attached, multi-family dwelling/apartment, mixed and non-residential uses permitted in residential zoning districts shall:
 - a. be provided in the rear of the principal building;
 - b. not be located between the principal building and the public street (excluding alleys); and
 - c. not be located on corner lots, on or adjacent to the intersection of two (2) streets.
 - d. be provided with a planting strip at least five (5) feet wide between the edge of the street right-of-way (including alleys) and any off-street parking area authorized in all applicable yards which are adjacent to a public street and alley and landscaped in accordance with Part 4 of this Chapter.
4. Except for single family detached, single family semi-detached, and two (2) family detached dwellings, and for all lots abutting and with direct lot access onto an arterial or collector street, in no case shall parking areas be designed to require or encourage motor vehicles to back into a street (excluding alleys) in order to exit the parking area.

5. Except for single family uses or in the case of valet parking, 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.
- C. In addition to all standards for parking facilities provided via Chapter 22 Subdivision and Land Development, parking facilities shall also comply with the following:
1. Parking Area and Lots Landscaping and Trees
 - a. For all non-residential, multi-family dwelling/apartment, single family attached, and mixed uses, a planting strip at least five (5) feet wide shall be provided between the edge of the street right-of-way and any off-street parking area authorized in all applicable yards which are adjacent to a public street and alley. Planting strips between the right-of-way and the parking area shall be landscaped and maintained with ground cover, shrubbery, trees or other landscape or decorative materials across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points. Landscaping species at their mature heights shall not obstruct visibility for traffic entering or leaving the lot or traveling on the public street/alley.
 2. Surface Parking Areas
 - a. In parking areas or lots containing more than ten (10) new spaces, at least twenty (20) percent of the interior parking area shall be landscaped with plantings including one (1) shade tree, a minimum diameter of two and one half (2.5) inches measured at four and one half (4.5) feet above the finished grade, for each five (5) spaces.
 - b. Interior landscaping shall be required for new parking areas or expansion of existing parking areas containing more than four thousand (4,000) square feet or ten (10) parking spaces, which ever is lesser.
 - c. One (1) internal landscape island shall be provided for every ten (10) parking spaces (or twenty [20] double loaded spaces)..
 - d. No more than ten (10) parking spaces shall be provided in an unbroken row without the provision of interior landscape islands.
 - e. At least one (1) shade tree, a minimum diameter of two and one half (2.5) inches measured at four and one half (4.5) feet above the finished grade, shall be provided in each interior landscape island. The remaining area of the required interior landscape islands and/or interior landscape area shall be landscaped with shrubs or perennials, either of which should not exceed two (2) feet in height, or with turf grass.
 - f. Unless otherwise 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 compliance with Chapter 21 Streets and Sidewalks or a similar device at least six (6) inches wide and six (6) inches in height above the paving surface, acceptable to the Borough Engineer.
 3. 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; and
 - 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 one hundred fifty (150) days.

- d. Parking lot screening shall be provided in accordance with Part 4 of this Chapter.

4. Lighting

- a. Parking lots and structures shall be lit during evening, nighttime, and early morning operating hours as applicable.
- b. All standards shall be located on raised parking islands and not on the parking lot surface.
- c. All on-site, outdoor lighting of off-street parking areas shall be designed to prevent glare to adjacent properties and public rights-of-way by employing hooded, shielded, or screened fixtures that confine glare to the site, rather than the area around it.

D. ADA Handicapped Accessible Parking Facilities. The design and location of all required ADA 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 buildings. The applicant shall certify in writing or plan note that the application for development complies with all relevant ADA requirements.

F. Motorized Vehicle Parking Facilities.

1. Size Standards.

- a. Parallel parking shall be a minimum width of seven (7) feet and a minimum length of twenty (22) feet.
- b. Perpendicular parking shall be a minimum width of eight (8) feet six (6) inches, a minimum length of eighteen (18) feet.
- c. Parking space length and width can be increased from minimum sizes where appropriate in accordance with location, use, and turn-over rate.
- d. Encroachments such as columns and light poles may encroach into a module by one (1) foot and affect up to thirty (30) percent of the parking spaces.
- e. Parking Standards⁴:

Angle	Vehicle Projection	Aisle Min.	Base Module ¹	Single Loaded	Wall to Interlock	Interlock to Interlock	Curb to Curb	Overhang	Interlock ² Reduction	Stall Width Projection ² Minimum
	VP	A	W1	W2	W3	W4	W5	o	i	WP
45°	17'8"	12'8"	48'0"	30'4"	45'0"	42'0"	44'6"	1'9"	3'0"	12'0"
50°	18'3"	13'3"	49'9"	31'6"	47'0"	44'3"	45'11"	1'11"	2'9"	11'1"
55°	18'8"	13'8"	51'0"	32'4"	48'7"	46'2"	46'10"	2'1"	2'5"	10'5"
60°	19'0"	14'6"	52'6"	33'6"	50'4"	48'2"	48'2"	2'2"	2'2"	9'10"
65°	19'2"	15'5"	53'9"	34'7"	51'11"	50'1"	50'1"	2'3"	1'10"	9'5"
70°	19'3"	16'6"	55'0"	35'9"	53'7"	52'2"	52'2"	2'4"	1'5"	9'1"
75°	19'1"	17'10"	56'0"	36'11"	54'11"	53'10"	53'10"	2'5"	1'1"	8'10"
90°	18'0"	20'0"	60'0" ³	42'0"	60'0"	60'0"	60'0"	2'6"	0'0"	8'6"

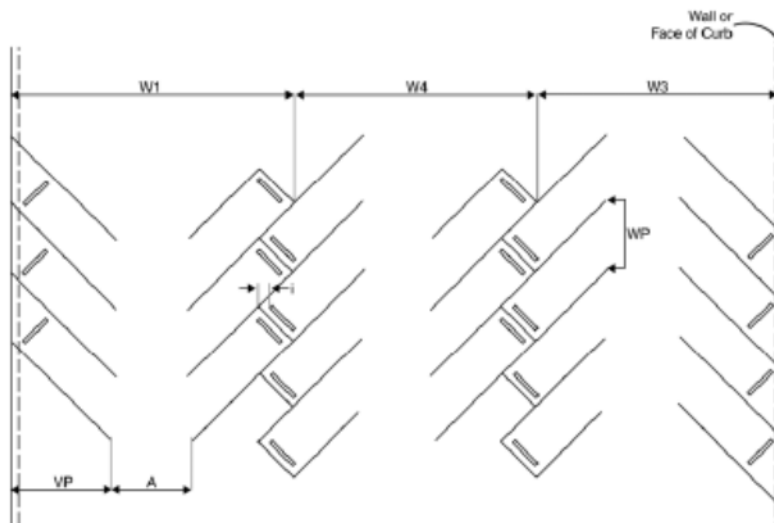
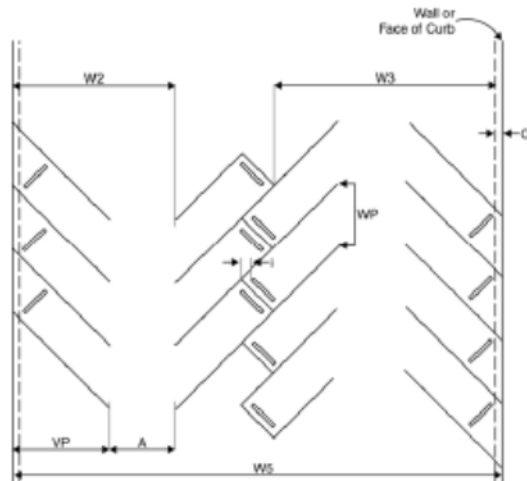
¹ Module is defined as the combined dimension of two parked vehicles and the aisle between them.

² Calculated for 8'6" stall.

Angle	Vehicle Projection	Aisle Min.	Base Module ¹	Single Loaded	Wall to Interlock	Interlock to Interlock	Curb to Curb	Overhang	Interlock ² Reduction	Stall Width Projection ² Minimum
	VP	A	W1	W2	W3	W4	W5	o	i	WP

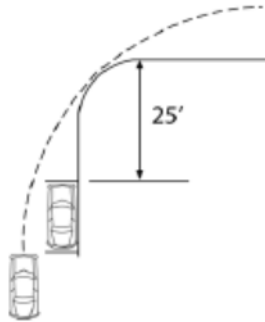
³ Base width may not be waived.

⁴ Parking dimensions for based on design vehicles of 6'7" x 17'0".



2. General Standards.
 - a. Angled parking may be pull in or reverse (back-in).
 - b. Parking spaces for the physically handicapped shall meet the Americans with Disabilities Act (ADA). Handicapped parking shall be provided for all nonresidential, multi-family, and mixed use developments and shall be located closest to the accessible building entrance(s).

- c. On-street parking on at least one side of the street is encouraged on access drives and proposed streets with speeds equal to or less than thirty (30) mph.
- d. Where provided, on-street parking shall not be located within twenty five (25) feet of a cartway intersection in order to provide safe sight distance and adequate turning radius for large vehicles.



- e. Off-street parking areas shall be oriented to, and within a reasonable walking distance of, the buildings they are designed for and consistent with adjacent neighborhoods.
- f. 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 four (4) foot minimum clearance width from any obstacles.
- g. Not less than a two (2) foot radius of curvature shall be permitted for horizontal curves in parking areas.
- h. All dead end parking lots shall be designed to provide sufficient back-up area for all end stalls.
- i. Painted lines, arrows, and dividers shall be provided and maintained to control parking, and when necessary to direct vehicular circulation.
- j. The typical cross section of any parking facility shall be prepared to meet the minimum standards set forth in Section 1907 of this Chapter:

3. Parking Garages and Structures

- a. Lighting and reflective materials / flat paint should be used inside the parking garage or structure and within all pedestrian areas to increase the feeling of safety. Glossy or semi-gloss paint is discouraged.

	Minimum-Maximum Horizontal ² (Footcandles)	Minimum-Maximum Horizontal Uniformity ³	Minimum-Maximum Vertical ⁴ (Footcandles)
Basic ¹	1 – 5	10:1 – 5:1	0.5 – 5
Ramps ⁵			
Day	2 – 5	10:1 – 5:1	1 – 5
Night	1 – 5	10:1 – 5:1	0.5 – 5

	Minimum- Maximum Horizontal² (Footcandles)	Minimum- Maximum Horizontal Uniformity³	Minimum- Maximum Vertical⁴ (Footcandles)
Entrance/Exit Areas ⁶			
Day ⁷	50		25
Night	1 – 5	10:1 – 5:1	0.5 – 5
Stairways	2 – 5		1 - 5

Table based on the Illuminating Engineering Society (IET)

¹ For typical conditions

² Minimum “maintained” Footcandles measured on the parking surface, without any shadowing effect from parked vehicles or columns. This may require 3-5 Footcandle average.

³ The highest horizontal Illuminance area, divided by the lowest horizontal Illuminance point or area should not be greater than the ratio shown.

⁴ Measured facing the drive aisle at 5 feet above the parking surface at the point of the lowest horizontal Illuminance.

⁵ Applies only to clearway ramps (with no adjacent parking) but not sloping floor designs.

⁶ A high Illuminance level for the first 65 feet inside the Structure is needed to effect a transition from bright daylight to a lower interior level.

⁷ Daylight may be considered in the design calculations.

- b. Lighting design shall address glare, light pollution (unnecessary light), light trespass (bright visible sources or light spilling into adjacent properties), and reduction of shadows.
- c. Provision of signage at exits of the parking garages and structures shall be required.
- d. Open-structure wall areas for natural ventilation or mechanical ventilation shall be encouraged.
- e. Interaction between vehicles and pedestrians should be provided in a safe manner.
- f. 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.
- g. To the maximum extent practicable, parking garage and structure entries shall be internalized in building groupings or oriented away from public street frontage.
- h. Preferred access to below grade parking shall be either from the side or rear of buildings.

G. Non-Motorized Vehicle Parking Facilities.

- 1. Non- motorized vehicle parking facilities should be provided in accordance with the following regulations:

- a. Bicycle Parking Facilities: Bicycle parking facilities for non-residential and mixed land uses shall be provided in accordance with the following regulations:

- (1). Each bicycle space shall be equipped with a device to which a bicycle frame and one (1) 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.

- (2). Bicycle parking spaces shall be convenient to the structure for which they are provided. They shall be visible from at least one (1) entrance to the structure.
- (3). For every ten (10) vehicular spaces required, three (3) bicycle parking spaces shall be provided, not to exceed a total of nine (9) required bicycle parking spaces.

Section 1906. Parking Reductions or Alterations

A. Except for residential uses, this section is a means for applicants for non-residential 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.

1. On-Street Parking

a. Where on-street parking is provided, the following on-street parking standards shall apply:

- (1). On-street parking may be provided along street rights-of-ways only when parking on that street right-of-way has been approved by PennDOT, for all state owned streets, or the 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 Section 1907.
- (3). On-street parking areas may only be counted along 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 or access drive.
- (4). A bona-fide on-street parking space, parallel to the curb line, shall measure at least seven (7) feet in width and twenty-two (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 other 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.

2. Shared Parking

a. Where shared parking is proposed to be utilized, the following standards shall apply:

- (1). Users of shared parking facilities shall be required to show shared parking is reasonably close in proximity to each use in accordance with the following standards:
 - (a). Less than one hundred (100) feet for:

- i. People with disabilities; deliveries and loading; emergency services; fast food service type restaurant; and convenience store.
- (b). Less than six hundred (600) feet for:
 - i. Residents; grocery stores; business and professional services; and medical/dental clinics; hospitals.
- (c). Less than one thousand (1,000) feet for:
 - i. General retail sales and services; sit down service type restaurant; taverns/bars; employees; private clubs, clubhouse or lodges; places of worship; schools; municipal uses; parks.
- (2). If parking is to be shared by uses located on two (2) or more lots, an agreement in a form acceptable to the Borough 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 (b). herein below.
- (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 the table below for each of the six (6) time periods:

**Table 19-4
 Shared Parking Calculations**

Uses	Monday - Friday			Saturday and Sunday		
	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am
Residential	60%	100%	100%	80%	100%	100%
Office	100%	10%	5%	5%	5%	5%
Retail Sales/Services	90%	80%	5%	100%	60%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Theatre/	40%	80%	10%	80%	100%	10%
Entertainment (including private clubs, 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 (6) time periods
 - (d). The column total (time period) with the highest value shall be the minimum parking requirement.
 - b. Written Agreement between Property Owners to Share Parking
 - (1). Where an application for development for which shared parking is proposed includes two (2) or more separately owned properties, and the Zoning Officer has made a determination of the minimum number of required parking spaces for each of the applicable properties and uses, the Zoning Officer shall require that the owners of the properties enter into a legal agreement with the Borough guaranteeing access to, use of, and management of designated shared parking spaces. The agreement shall be in a recordable form approved by the Borough Solicitor, included as a condition of the approval and enforceable by the Borough.
 - (2). Where an application for a zoning permit for which shared parking is proposed includes two (2) or more properties owned by the same property owner, and the Zoning Officer has made a determination of the minimum number of required parking spaces for the applicable properties and uses, the Zoning Officer shall require that the owner of the properties enter into a legal agreement with the Borough guaranteeing access to, use of, and management of designated shared parking spaces. The agreement shall be in a recordable form acceptable to the Borough, included as a condition of the approval and enforceable by the Borough.
- 3. Overflow Parking
 - a. Overflow parking reservation, 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 overflow parking for other, seasonal or event peak times, shall be permitted subject to the following:
 - (1). The applicant shall submit a plan showing all required parking spaces, interior drive aisles, maneuvering areas, access drives, and buffer yards, designed in strict conformance with all other requirements of this Part, Part 4 and this Chapter; and
 - (a) All those parking related improvements and facilities that are to be constructed.
 - (b) 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 the Chapter.
 - (2). Overflow parking reservation spaces shall not exceed twenty (20) percent or more of the required parking spaces.
 - (3). All areas designated as overflow parking reservation shall not count toward any open space, yard or buffer yard requirements.

- (4). 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 (6) months of notification from the Borough. Such agreement shall be in a form acceptable to the Borough.

4. Compact Vehicle Parking

- a. Where more than ten (10) parking spaces are required and provided in an off-street lot or structure, a maximum of forty (40) percent of the required parking spaces may be provided for compact vehicles. Each such compact parking space shall be not less than eight (8) feet wide by seventeen (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.

Section 1907. Drainage, Surfacing, and Maintenance Standards

- A. Any new or enlarged off-street parking area for multi-family dwelling/apartment, mixed use or non-residential uses shall be graded for proper drainage and shall be surfaced in accordance with one or both of the following standards, so as to provide a durable and dustless surface, including one or both of the surface and pavement treatments here in this subsection below ,to the extent necessary to prevent dust, erosion or excessive water flow across streets or abutting property;

1. Impervious Surface

- a. Crushed aggregate based course with a minimum thickness of six (6) inches, as specified in the PennDOT Specifications, Form 408, and its latest revisions, or other PennDOT approved equivalent. Pavement shall consist of a minimum of one and one-half (1-1/2) inches of binder courses and one (1) inch wearing surface. Material shall be equal or superior to PennDOT Specifications for Bituminous Surface Course ID-2 and shall be applied in accordance with the PennDOT Specifications, Form 408, and its latest revisions, or other PennDOT approved equivalent.

2. Permeable Pavement

- a. Permeable pavement is encouraged but not required. Permeable pavement shall not be located on heavy industrial sites, fuel/gasoline sales/distribution facilities, sites with expansive soils or shallow depth to bedrock, areas draining to the permeable pavement greater than five (5) acres, and areas with the water table less than two (2) feet below the bottom of the pavement base. Permeable pavement includes paving units, porous asphalt pavement, or porous concrete (using single-sized aggregate and low water content); uniformly graded stone aggregate with void space; filter fabric lining the subsurface beds; and uncompacted (or hand compacted) subgrade. Permeable pavement shall consider the infiltration rate of the soil subgrade under the base. Constant supervision during construction is encouraged as sediment must be kept from the aggregate base.

- B. Parking facilities shall be so arranged as to provide for orderly and safe parking and short storage of motor vehicles.
- C. All parking spaces shall be marked with paint, provided with wheel stops/bumpers, or other methods so as to indicate their location.
- D. Parking facilities shall be kept clean and free from rubbish and debris.

Section 1908. Off-Street Parking Interconnections for Parking Lots with Non Residential, Mixed, Multi-Family Dwelling/Apartment Uses

- A. To the maximum extent practicable where non-residential, mixed, and multi-family dwelling/apartment off-street parking lots abut another non-residential, mixed, and multi-family dwelling/apartment off-street parking lot, such parking facilities are strongly encouraged to be interconnected via internal vehicular connections to one (1) another or connection via a rear alley. This section shall also apply developments involving single attached dwellings on a common lot(s) abutting other single attached dwellings on the same common lot(s).
- B. To the maximum extent practicable, each non-residential, mixed, and multi-family dwelling/apartment off-street parking lot are strongly encouraged to provide cross-access easements for its parking areas and access drives guaranteeing access to abutting non-residential, mixed, and multi-family dwelling/apartment off-street parking lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow. This section shall also apply developments involving single attached dwellings on a common lot(s) abutting other single attached dwellings on the same common lot(s).

Section 1909. Prohibited Uses of Off-Street Parking Facilities.

- A. 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;
 - 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 / unloading purposes, except during hours when business operations are suspended;
 - 5. Temporary storage units and trash/waste disposal (e.g. pallets, cardboard); or
 - 6. Recreational vehicle parking/storage, except during regular business hours of operation..

Section 1910. Loading and Unloading Space.

- A. Except as otherwise provided herein this Section, an off-street loading / unloading 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.
- B. Access to the loading / unloading space on any lot shall be via a street at least twelve (12) feet in width for one-way traffic or twenty-two (22) feet wide for two (2) way use, with a clearance of at least fourteen (14) feet six (6) inches its entire length. In the MN/C and CBD Zoning Districts, between the hours of 9am and 4pm, alleys may be permitted for loading use.
- C. The off-street loading/ unloading space shall be not less than ten (10) feet wide, and thirty five (35) feet in length, and fourteen (14) feet six (6) inches in height, when covered. For warehouse buildings or buildings accommodating tractor-trailers, the minimum off-street loading/ unloading space size shall be increased to twelve (12) feet wide and seventy (70) feet long.
- D. Off-street loading / unloading space shall be in addition to and not considered as meeting a part of the requirements for off-street parking space.

- E. Off-street loading / unloading 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.
- F. Off-street loading / unloading 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.
- G. The following off-street loading and unloading space requirements for specific uses shall be provided as listed below:

**Table 19-4
 Off-Street Loading Requirements**

Type of Use	Gross Floor Area	# of Spaces
Commercial (Retail/Service) Wholesale Industrial/Manufacturing Hospitals Laundry Institutional and Similar Uses	< 8,000	1
	8,000 - 40,000	2
	> 40,000 - 100,000	3
	> 100,000 - 250,000	4
	each additional 200,000	1
Office Buildings and Hotels	< 100,000	1
	100,000 - 300,000	2
	> 300,000	3

- H. When determination of the number of required off-street loading/ unloading spaces results in a requirement of a fractional space, any fraction up to and including one-half (½) may be disregarded, and fractions over one-half (½) shall be interpreted as one (1) off-street loading/ unloading space.
- I. Where there are multiple uses within a development or on the same lot, shared loading / unloading spaces shall be used among as many uses as practical. Loading / unloading 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 (1) 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.
- J. In all zoning districts except for the I zoning district, off-street loading/unloading spaces shall not be permitted between the principal building and the public street (excluding alleys) or within any required front setback area.
- K. Off-street loading/unloading facilities shall be located on the side of the building not facing an abutting residential zoning district or existing residential use in the MN/C zoning district.
- L. No off-street loading/ unloading spaces shall be within any building setback and/ or buffer yard area.
- M. Off-street loading/unloading facilities shall comply with all buffering and screening requirements set forth in Part 4 of this Chapter.

- N. For all off-street loading/unloading areas, a planting strip at least five (5) feet wide shall be provided between the edge of the street right-of-way and any off-street loading/unloading area authorized in all applicable yards which are adjacent to a public street and alley. Planting strips between the right-of-way and the loading/unloading area shall be landscaped and maintained with ground cover, shrubbery, trees or other landscape or decorative materials across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points. Landscaping species at their mature heights shall not obstruct visibility for traffic entering or leaving the lot or traveling on the public street/alley.
- O. Surfacing. All off-street loading/unloading facilities shall be constructed and maintained with the same paved concrete or bituminous surface material required for access drives in Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development and/or any applicable Borough construction and materials specifications.
- P. All on-site, outdoor lighting of off-street loading/unloading areas shall be designed to prevent glare to adjoining properties and public right-of-way by employing hooded, shielded, or screened fixtures that confine glare to the site, rather than the area around it.

PART 19

LOT ACCESS, PARKING, AND LOADING REGULATIONS

Section 1900. General Provisions

- A. The lot access, parking, and loading provisions of this Chapter shall apply as follows:
1. For all buildings and structures erected and all uses of land established after the effective date of this Chapter, accessory parking and loading, and where applicable, principal parking facilities shall be provided as required in this Part.
 2. When the intensity of use of any building, structure or premises, shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measurement specified herein for required parking and loading facilities, parking and loading facilities shall be provided for such increase in intensity of use in the amount by which the requirements for the increase in intensity would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Chapter.
 3. Whenever the existing use of a building, structure or land shall hereafter be changed to a new use, parking and loading facilities shall be provided as required for such new use. However, if the existing use of land or structure was established prior to the effective date of this Chapter, additional parking or loading facilities are mandatory only in the amount by which the requirements for the new use would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Chapter.
 4. The non-residential parking facilities required shall be available to patrons throughout the hours of operation of the particular business or use for which such facilities are provided.
 5. Where lot access, access drives, driveways, parking lots, and loading facilities 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 or driveway surfacing shall end at the backside or building-side of the sidewalk and on the front-side or street side of the sidewalk. No access drive or driveway surfacing shall extend over the sidewalk area. Sidewalk materials shall be continued across all access drives and driveways.
 6. The term "parking space" includes either covered garage space or uncovered, improved and stabilized parking space located off the public right-of-way, except where on-street parking is permitted to count toward required parking spaces as provided herein this Part.
 7. Required parking shall not be deemed to be part of the open space of the lot on which it is located, unless designated as overflow parking in accordance with this Part.
 8. Required parking shall not encroach onto any required buffer yards as required in Part 4 of this Chapter.

Section 1901. R-L and R-M Zoning District Lot Access and Parking

- A. Where a lot proposed for development abuts an alley and where the majority of the existing principal buildings on the same shared block face (between two [2] intersecting streets) along the same side of the street take access from the alley and have parking to the rear of the lot, then new lot access and parking areas shall be provided in a similar manner and location.

1. Single-Family Detached, Single Family Semi-Detached, and Two Family Dwellings
 - a. Single family detached, single family semi-detached, and two (2) family dwelling lot access and off-street parking spaces 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).
 - c. At the street right-of-way (excluding alleys), a driveway providing access to a single car garage or parking area shall be limited to ten (10) feet in width, and for a double car garage or parking area, the width shall be limited to twenty (20) feet. In no case shall a driveway be wider than twenty (20) feet at the right-of-way line. Parking on the driveway shall be limited to vehicles registered as a passenger car or a truck having a gross weight rating less than seven thousand five hundred (7,500) pounds.
2. Uses other than Single-Family Detached, Single Family Semi-Detached, and Two Family Dwellings
 - a. Required off-street parking for uses other than single-family detached, single family semi-detached and two family dwellings, off-street parking (lots and areas), shall be provided in the rear of the principal building/structure first and if not possible, then may be located in the side yard behind the front façade of the principal building/structure.
 - b. Access drives shall be designed, sited, and constructed in accordance with Chapter 22 of the Borough of Highspire Subdivision and Land Development Ordinance.

Section 1902. MN/C and CBD Zoning District Lot Access and Parking

- A. Parking lot and structure access in the MN/C and CBD Zoning Districts:
 1. For a lot proposed for development and abutting an alley, access to the lot shall not be taken from the front of a property to a public street.
 - a. Lot access shall be provided at the rear of lots from the alley for those lots abutting alleys.
 - b. No new curb cut for a driveway or access drive shall be provided along a public street for lots abutting alleys, and required off-street parking (lots and areas) shall:
 - (1). be provided in the rear of the principal building;
 - (2). not be located between the principal building and the public street (excluding alleys).
 - (3). not be provided along 2nd Street; and
 - (4). not be located on corner lots, on or adjacent to the intersection of two (2) streets.
- B. Parking Garages and Structures in the MN/C and CBD Zoning Districts:
 1. See Part 14 of this Chapter.

C. Non-Residential Uses in the MN/C and CBD Zoning Districts

1. For all non-residential uses, located within a six hundred (600) foot radius of a public parking facility owned and/or operated by Highspire Borough or its agent, may include the parking spaces provided in said public parking facility as a part of the parking requirements.

Section 1903. Driveways and Access Drives

A. Driveways

1. Driveways shall meet the following standards:
 - a. No more than two (2) driveway connections per lot shall be permitted, and driveways shall be no closer than one hundred (100) feet on the same lot.
 - b. On corner lots or where more than one (1) intersecting street (including alleys) abuts the lot, a new curb cut or access for a driveway shall be provided on the street conveying the lesser amount of existing or proposed daily traffic. This specifically includes alleys.
 - c. Driveways shall not be:
 - (1). less than forty (40) feet from the edge of the right-of-way of any street intersection;
 - (2). within twenty (20) feet of an alley right-of-way;
 - (3). less than five (5) feet from a fire hydrant,
 - (4). less than two and one half (2 ½) feet from abutting lot lines, unless a shared driveway is proposed.

These distances shall also include driveway flares.

- d. A driveway shall not exceed a slope of eight (8) percent within twenty-five (25) feet of the street right-of-way line, and not more than fifteen (15) percent overall.
- e. At the street right-of-way (excluding alleys), a driveway providing access to a single car garage or parking area shall be limited to ten (10) feet in width, and for a double car garage or parking area, the width shall be limited to twenty (20) feet. In no case shall a driveway be wider than twenty (20) feet at the right-of-way line. Parking on the driveway shall be limited to vehicles registered as a passenger car or a truck having a gross weight rating less than seven thousand five hundred (7,500) pounds.
- f. In no case shall there be unrestricted access from a lot along the length of a street or alley.
- g. A curb return entrance is illustrated in Figure 5.1. When curb return entrances are used, the curb shall have a minimum five (5) foot radius, and no greater than fifteen (15) feet is permitted on both sides of the driveway in addition to the twenty (20) driveway foot width. However, any driveway entering into PennDOT right-of way shall be designed in accordance with PA Code Title 67, Chapter 441.

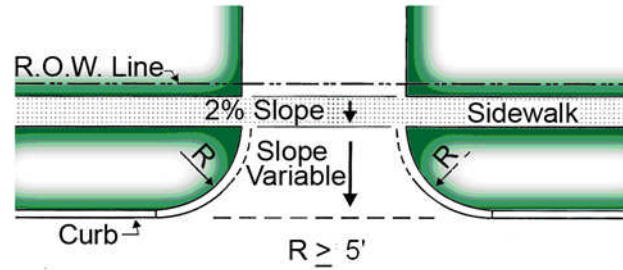


Figure 5.1. Typical Curb Return Entrance

Note: for driveways entering into PennDOT ROW, design shall be in accordance with standards in PA Code Title 67, Chapter 441. Modified from Source: AASHTO
(Source: Pennsylvania Standards for Residential Site Development, 2007)

- h. When flared driveway entrances are used, a minimum two (2) foot flair shall be provided. No flare shall cross an extended side property line. A typical flared entrance is illustrated in Figure 5.2

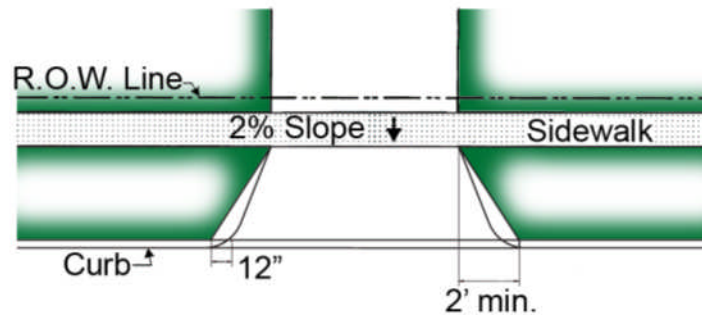


Figure 5.2. Typical Flared Driveway Entrance

Modified from Source: AASHTO
(Source: Pennsylvania Standards for Residential Site Development, 2007)

- i. Non-curbed driveway entrances shall have a minimum edge-of-pavement radius of five (5) feet, and no greater than fifteen (15) feet is permitted on both sides of the driveway in addition to the twenty (20) driveway foot width as illustrated in Figure 5.3

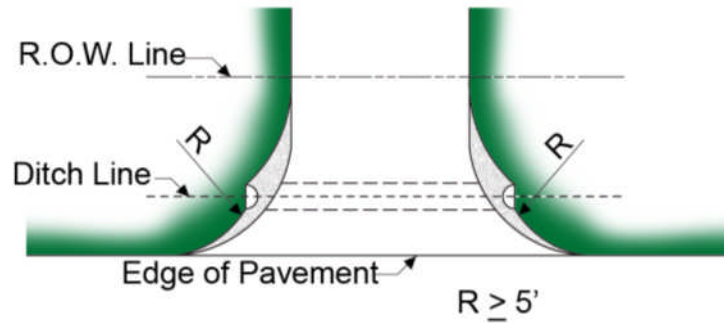


Figure 5.3 Typical Non-curbed Driveway Entrance

Modified from Source: AASHTO

(Source: Pennsylvania Standards for Residential Site Development, 2007)

- j. Any driveway intersecting with a State-owned street or road shall require the obtainment of a PennDOT Highway Occupancy Permit.
- k. Driveways shall not interfere with normal traffic movement nor be constructed in a manner to be inconsistent with the design, maintenance and drainage of the street. When required to maintain drainage, a pipe no less than fifteen (15) inches in diameter shall be installed.
- l. A driveway location shall be delineated on all plans / permits, as applicable.
- m. Additionally, driveways shall be located so as to provide adequate sight distance and clear sight triangles at intersections with streets. Such sight distances and clear sight triangles shall be as specified in the Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development.

B. Access Drives

- 1. Access drives shall conform with Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development Chapter.
- 2. In no case shall there be unrestricted access from a lot along the length of a street or alley.

Section 1904. Parking Requirements

A. The following parking requirements shall be minimum standards:

**Table 19-1.a
 Parking Schedule**

Residential Use	Minimum Required Spaces
Apartment Conversions	2 per dwelling unit
	2 per dwelling unit, plus 1 for each guest/sleeping room
Bed and Breakfast Homes and Inns	Other uses beyond the dwelling unit and guest/sleeping rooms, and open to the public: Number of spaces normally required for similar uses listed elsewhere within this schedule
Boarding House or Rooming House	2 per dwelling unit of owner/resident manager and other

Residential Use	Minimum Required Spaces
	permanent residents, plus 1 space for each sleeping/rooming unit for let
Continuing Care Retirement Facility or Long Term Care Nursing Home or Personal Care Facility (individual or in combination of the following:)	Personal care or nursing care centers: 1 space for each 4 beds plus 1 space per employee on largest shift.
	Apartment units: 1.25 spaces per dwelling unit.
	Cottage units (single family units): 1 space per dwelling unit plus 1 space per 5 units for guest parking.
	Other uses not specified herein above: Number of spaces normally required for similar uses listed elsewhere within this schedule
Family Care Facility	2 per dwelling unit, plus 1 for each 300 square feet of gross floor area dedicated to the care use
Flag Lot Residence	2 per dwelling unit
Group Care	2 per dwelling unit, plus 1 for each 4 residents
Group Home	2 per dwelling unit, plus 1 for each 4 residents
Mobile Home Park	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served.
Multi-Family Dwellings/Apartments	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served
Single Family Attached Dwelling	2 per dwelling unit, plus if on-street parking is not provided, 1/2 additional 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 three hundred (300) feet walking distance to any unit served
Single-Family Detached Dwelling	2 per dwelling unit
Single Family Semi-Detached Dwelling	2 per dwelling unit
Two-Family Detached Dwelling	2 per dwelling unit

Non-Residential Use	Minimum Required Spaces
Adult Related Uses	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Agriculture Operation	2 per dwelling unit, plus 1 for each non-resident employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Animal Hospital, Veterinary Office	2 per exam table, 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 following:)	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, plus 3 stacking spaces per wash bay)
	Fuel/Gasoline Sales/Distribution: 1 per fuel pump which may be provided at fuel pumps at a ratio of not more than 2 spaces per each pump (one [1] on each side), plus 1 for each employee on the peak shift.
Automobile Wrecking, Junk and Scrap Storage and Sales	1 per ½ acre, plus 1 per employee on the peak shift
Banks	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Billboard	1 per billboard
Boat Launching Facility, Boat Storage, and Marina	1 per boat dock space / slip space, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
Business Services	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Campground or Camp	1 per campsite, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
Cemetery	5, plus 1 per employee on the peak shift
Clinic, Medical	4 per patient examination room, plus 1 per employee on the peak shift
Club, Clubhouse or Lodge, Private	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift.
Commercial Recreation, Indoor	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift.
Commercial Recreation, Outdoor	1 per 200 square feet of gross floor area, plus 1 per employee on the peak shift; or if completely outside of a structure 1 per each 3 users at maximum utilization, plus 1 per employee on the peak shift
Communication Antennas, Towers and Equipment Transmitting &	1 per lot

Non-Residential Use	Minimum Required Spaces
Receiving Facilities	
Community Garden	no minimum required
Contractors' Office or Storage Yard	1 per 750 square feet of office gross floor area, plus 1 per employee on the peak shift
Convenience Store, General	1 per 100 square feet of net floor area, plus 1 per fuel pump, plus 1 per employee on the peak shift
Convenience Store, Neighborhood	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
Daycare, Commercial	1 per employee on the peak shift plus 1 per 6 client (adult or child) enrolled
Dog Day Care	1 per each 15 animals based on maximum animal capacity, plus 1 per employee on the peak shift
Farmer's Market and/or Flea Market	1 per 400 square feet of gross floor area (indoor and outdoor) 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
Fishing, Boating Lodges	1 per boat dock space / slip space, plus 1 per employee on the peak shift, plus one-half (1/2) of the spaces normally required for accessory uses listed elsewhere within this schedule
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
Forestry	1 per employee on the peak shift
Funeral Home	25 for 1st parlor, plus 10 for each additional parlor
Greenhouse and 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
Halfway House	1 per 2 beds, plus 1 per employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Home Improvement Center, Lumber, and Building Materials Sales (Retail and/or Indoor)	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
Hospital	2 per 3 beds, plus 1 per employee on the peak shift
Hotel	1 per guest/sleeping room, plus 1 per employee on the peak shift, plus one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule
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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Kennel, Commercial	1 per each 15 animals based on maximum animal capacity, plus 1 per employee on the peak shift
Laundry & Dry Cleaning Establishment (Industrial)	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Laundry & Dry Cleaning Establishment (Personal)	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Library	1 per 400 square feet of gross floor area, plus 1 per employee on the peak shift
Market Garden	no minimum required
Massage Therapy	1 per table, plus 1 per employee on the peak shift
Mini-Storage Warehouses	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 one-half (½) of the spaces normally required for accessory uses listed elsewhere within this schedule

Non-Residential Use	Minimum Required Spaces
Municipal Owned Uses	Number of spaces normally required for similar uses listed elsewhere within this schedule
Museum	1 per 400 square feet of gross floor area (indoor and outdoor) open to and accessible to the public, plus 1 per employee on the peak shift
Natural Areas or Wildlife Refuges	1 per acre or portion thereof
Nightclubs	1 per 100 square feet of net floor area, plus 1 per employee on the peak shift
Offices, Business Professional	1 per 300 square feet of gross floor area, plus 1 per employee on the peak shift
Offices, Medical	2 per patient examination room, plus 1 per employee on the peak shift
Parking Lot	1 per employee on the peak shift
Parking Structure	1 per employee on the peak shift
Parks, Playgrounds and Other Non-Commercial Recreational Uses.	3 per acre or portion thereof
Personal Services	1 per 300 square feet of net floor area, plus 1 per employee on the peak shift
Place of Worship and Related Uses	1 per 3 seats based on maximum seating capacity, or 1 per 250 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 Utility Building or Structure	1 per employee on the peak shift, plus 1 per vehicle stored on site
Research & Development, Engineering or Testing Facility or Lab	1 per 400 square feet of gross floor area
Restaurant (Fast Food)	1 per 2 seats, plus 1 for each 2 employees on the peak shift
Restaurant (Sit Down)	1 per 4 seats, plus 1 for each 2 employees on the peak shift
Retail Business	1 per 200 square feet of net floor area, plus 1 per employee on the peak shift
Sawmill	1 per employee on the peak shift
Schools, Commercial	1 per 4 students, plus 1 per employee on the peak shift
Schools, Public or Private, Primary	1 per each 30 students enrolled, plus 1 per employee, plus 1 per each 30 seats for auditorium, gymnasium, or multipurpose room
Schools, Public or Private, Secondary	1 per each 5 students enrolled, plus 1 per employee, plus 1 per each 30 seats for auditorium, gymnasium, or multipurpose room
Schools, Vocational	1 per 4 students, plus 1 per employee on the peak shift

Non-Residential Use	Minimum Required Spaces
Taverns/Bars	1 per 4 seats, plus 1 for each 2 employees on the peak shift
Theater, Indoor	1 per 3 seats based on maximum seating capacity, or 1 per 250 square feet of gross floor area, whichever is larger
Transportation Terminal	1 per 1,000 square feet of gross floor area of the building up to 20,000 square feet, plus 1 for each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.
Treatment Center	1 for each 3 patient/client, plus 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 each 2,000 square feet gross floor area of the building up between 20,000 square feet and 40,000 square feet, plus 1 for each 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 each 4 loading berths.

Accessory Use	Minimum Required Spaces
Accessory Apartment	2 per dwelling unit
Automated Banking Facility	2 when not associated with on-site principal bank or other financial service, otherwise no minimum required
Daycare, Accessory	2 per dwelling unit as part of principal use
Daycare, Commercial	1 per employee on the peak shift plus 1 per 6 client (adult or child) enrolled
Daycare, Family	2 per dwelling unit as part of principal use, plus 1 per non-resident employee, plus 1 for patron use
Essential Services	no minimum required
Home Occupation	2 per dwelling unit as part of principal use, plus 1 per non-resident employee
No Impact Home Based Business	2 per dwelling unit as part of principal use
Outdoor Café/Dining	no minimum required

- B. ADA Handicapped Accessible Parking Requirements. The number of handicapped accessible parking spaces required by the Americans with Disabilities Act (ADA) 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 buildings.

C. Computation of Spaces

1. When determination of the number of required parking spaces results in a requirement of a fractional space, any fraction up to and including one-half ($\frac{1}{2}$) may be disregarded, and fractions over one-half ($\frac{1}{2}$) shall be interpreted as one (1) parking space.

D. Parking Requirements Not Specified

When the parking requirements are not specified herein for a structure or use for which an application for a permit has been filed, the zoning officer shall make the determination of which parking requirement standards shall apply in order to ensure that adequate parking spaces are provided to serve the needs of proposed uses in conformance with the standards set forth herein and upon consideration of all factors entering into the parking needs of each such use.

E. Mixed Uses

1. Except as otherwise provided herein this Part, for mixed uses, total requirements shall be the sum of the requirements of the component uses computed separately.

Section 1905. Location and Design of Parking Spaces

A. Parking spaces for single family attached, multi-family dwelling/apartment, mixed and non-residential uses shall be on the same lot and in the same zoning district as the principal use or open area conforming to the following regulations, unless the applicant meets the requirements for shared parking provided in this Part.

B. Setback for parking areas shall be provided as follows:

1. All parking spaces and access drives shall be at least five (5) feet from any single family attached, multi-family dwelling/apartment, mixed use and non-residential buildings located on the lot. The five (5) foot corridor thus established between the parking area and building shall be for the purpose of providing a pedestrian access walkway.
2. Parking spaces shall not be located within any required building setbacks; nor within any required buffer yard area.
3. Except as set forth elsewhere in this Chapter, parking lots and areas for single family attached, multi-family dwelling/apartment, mixed and non-residential uses permitted in residential zoning districts shall:
 - a. be provided in the rear of the principal building;
 - b. not be located between the principal building and the public street (excluding alleys); and
 - c. not be located on corner lots, on or adjacent to the intersection of two (2) streets.
 - d. be provided with a planting strip at least five (5) feet wide between the edge of the street right-of-way (including alleys) and any off-street parking area authorized in all applicable yards which are adjacent to a public street and alley and landscaped in accordance with Part 4 of this Chapter.
4. Except for single family detached, single family semi-detached, and two (2) family detached dwellings, and for all lots abutting and with direct lot access onto an arterial or collector street, in no case shall parking areas be designed to require or encourage motor vehicles to back into a street (excluding alleys) in order to exit the parking area.

5. Except for single family uses or in the case of valet parking, 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.
- C. In addition to all standards for parking facilities provided via Chapter 22 Subdivision and Land Development, parking facilities shall also comply with the following:
1. Parking Area and Lots Landscaping and Trees
 - a. For all non-residential, multi-family dwelling/apartment, single family attached, and mixed uses, a planting strip at least five (5) feet wide shall be provided between the edge of the street right-of-way and any off-street parking area authorized in all applicable yards which are adjacent to a public street and alley. Planting strips between the right-of-way and the parking area shall be landscaped and maintained with ground cover, shrubbery, trees or other landscape or decorative materials across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points. Landscaping species at their mature heights shall not obstruct visibility for traffic entering or leaving the lot or traveling on the public street/alley.
 2. Surface Parking Areas
 - a. In parking areas or lots containing more than ten (10) new spaces, at least twenty (20) percent of the interior parking area shall be landscaped with plantings including one (1) shade tree, a minimum diameter of two and one half (2.5) inches measured at four and one half (4.5) feet above the finished grade, for each five (5) spaces.
 - b. Interior landscaping shall be required for new parking areas or expansion of existing parking areas containing more than four thousand (4,000) square feet or ten (10) parking spaces, which ever is lesser.
 - c. One (1) internal landscape island shall be provided for every ten (10) parking spaces (or twenty [20] double loaded spaces)..
 - d. No more than ten (10) parking spaces shall be provided in an unbroken row without the provision of interior landscape islands.
 - e. At least one (1) shade tree, a minimum diameter of two and one half (2.5) inches measured at four and one half (4.5) feet above the finished grade, shall be provided in each interior landscape island. The remaining area of the required interior landscape islands and/or interior landscape area shall be landscaped with shrubs or perennials, either of which should not exceed two (2) feet in height, or with turf grass.
 - f. Unless otherwise 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 compliance with Chapter 21 Streets and Sidewalks or a similar device at least six (6) inches wide and six (6) inches in height above the paving surface, acceptable to the Borough Engineer.
 3. 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; and
 - 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 one hundred fifty (150) days.

- d. Parking lot screening shall be provided in accordance with Part 4 of this Chapter.

4. Lighting

- a. Parking lots and structures shall be lit during evening, nighttime, and early morning operating hours as applicable.
- b. All standards shall be located on raised parking islands and not on the parking lot surface.
- c. All on-site, outdoor lighting of off-street parking areas shall be designed to prevent glare to adjacent properties and public rights-of-way by employing hooded, shielded, or screened fixtures that confine glare to the site, rather than the area around it.

D. ADA Handicapped Accessible Parking Facilities. The design and location of all required ADA 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 buildings. The applicant shall certify in writing or plan note that the application for development complies with all relevant ADA requirements.

F. Motorized Vehicle Parking Facilities.

1. Size Standards.

- a. Parallel parking shall be a minimum width of seven (7) feet and a minimum length of twenty (22) feet.
- b. Perpendicular parking shall be a minimum width of eight (8) feet six (6) inches, a minimum length of eighteen (18) feet.
- c. Parking space length and width can be increased from minimum sizes where appropriate in accordance with location, use, and turn-over rate.
- d. Encroachments such as columns and light poles may encroach into a module by one (1) foot and affect up to thirty (30) percent of the parking spaces.
- e. Parking Standards⁴:

Angle	Vehicle Projection	Aisle Min.	Base Module ¹	Single Loaded	Wall to Interlock	Interlock to Interlock	Curb to Curb	Overhang	Interlock ² Reduction	Stall Width Projection ² Minimum
	VP	A	W1	W2	W3	W4	W5	o	i	WP
45°	17'8"	12'8"	48'0"	30'4"	45'0"	42'0"	44'6"	1'9"	3'0"	12'0"
50°	18'3"	13'3"	49'9"	31'6"	47'0"	44'3"	45'11"	1'11"	2'9"	11'1"
55°	18'8"	13'8"	51'0"	32'4"	48'7"	46'2"	46'10"	2'1"	2'5"	10'5"
60°	19'0"	14'6"	52'6"	33'6"	50'4"	48'2"	48'2"	2'2"	2'2"	9'10"
65°	19'2"	15'5"	53'9"	34'7"	51'11"	50'1"	50'1"	2'3"	1'10"	9'5"
70°	19'3"	16'6"	55'0"	35'9"	53'7"	52'2"	52'2"	2'4"	1'5"	9'1"
75°	19'1"	17'10"	56'0"	36'11"	54'11"	53'10"	53'10"	2'5"	1'1"	8'10"
90°	18'0"	20'0"	60'0" ³	42'0"	60'0"	60'0"	60'0"	2'6"	0'0"	8'6"

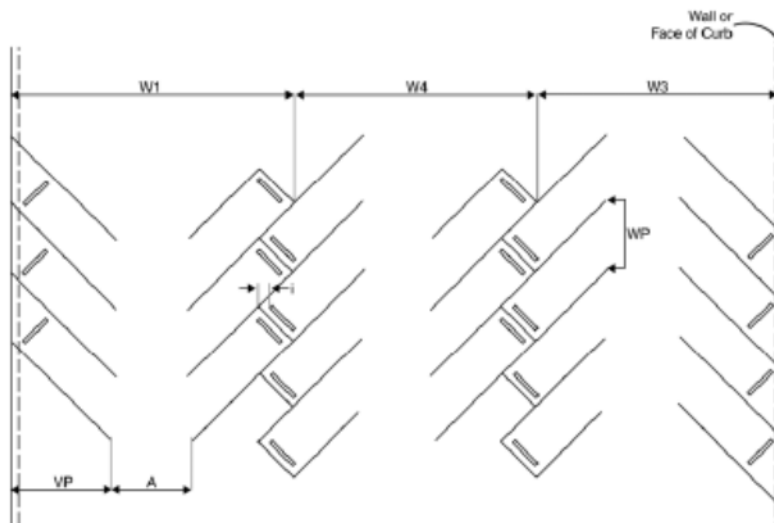
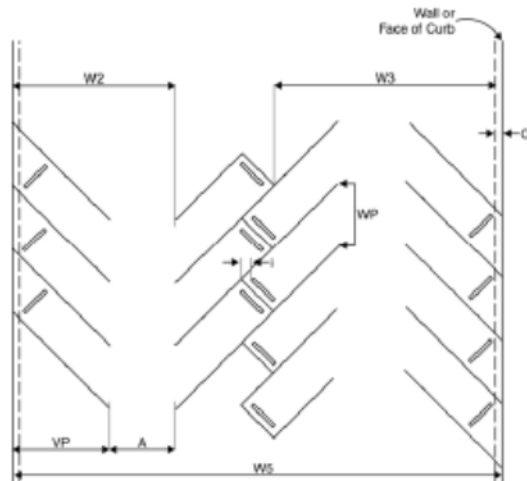
¹ Module is defined as the combined dimension of two parked vehicles and the aisle between them.

² Calculated for 8'6" stall.

Angle	Vehicle Projection	Aisle Min.	Base Module ¹	Single Loaded	Wall to Interlock	Interlock to Interlock	Curb to Curb	Overhang	Interlock ² Reduction	Stall Width Projection ² Minimum
	VP	A	W1	W2	W3	W4	W5	o	i	WP

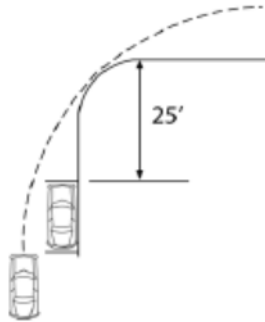
³ Base width may not be waived.

⁴ Parking dimensions for based on design vehicles of 6'7" x 17'0".



2. General Standards.
 - a. Angled parking may be pull in or reverse (back-in).
 - b. Parking spaces for the physically handicapped shall meet the Americans with Disabilities Act (ADA). Handicapped parking shall be provided for all nonresidential, multi-family, and mixed use developments and shall be located closest to the accessible building entrance(s).

- c. On-street parking on at least one side of the street is encouraged on access drives and proposed streets with speeds equal to or less than thirty (30) mph.
- d. Where provided, on-street parking shall not be located within twenty five (25) feet of a cartway intersection in order to provide safe sight distance and adequate turning radius for large vehicles.



- e. Off-street parking areas shall be oriented to, and within a reasonable walking distance of, the buildings they are designed for and consistent with adjacent neighborhoods.
- f. 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 four (4) foot minimum clearance width from any obstacles.
- g. Not less than a two (2) foot radius of curvature shall be permitted for horizontal curves in parking areas.
- h. All dead end parking lots shall be designed to provide sufficient back-up area for all end stalls.
- i. Painted lines, arrows, and dividers shall be provided and maintained to control parking, and when necessary to direct vehicular circulation.
- j. The typical cross section of any parking facility shall be prepared to meet the minimum standards set forth in Section 1907 of this Chapter:

3. Parking Garages and Structures

- a. Lighting and reflective materials / flat paint should be used inside the parking garage or structure and within all pedestrian areas to increase the feeling of safety. Glossy or semi-gloss paint is discouraged.

	Minimum-Maximum Horizontal ² (Footcandles)	Minimum-Maximum Horizontal Uniformity ³	Minimum-Maximum Vertical ⁴ (Footcandles)
Basic ¹	1 – 5	10:1 – 5:1	0.5 – 5
Ramps ⁵			
Day	2 – 5	10:1 – 5:1	1 – 5
Night	1 – 5	10:1 – 5:1	0.5 – 5

	Minimum- Maximum Horizontal² (Footcandles)	Minimum- Maximum Horizontal Uniformity³	Minimum- Maximum Vertical⁴ (Footcandles)
Entrance/Exit Areas ⁶			
Day ⁷	50		25
Night	1 – 5	10:1 – 5:1	0.5 – 5
Stairways	2 – 5		1 - 5

Table based on the Illuminating Engineering Society (IET)

¹ For typical conditions

² Minimum “maintained” Footcandles measured on the parking surface, without any shadowing effect from parked vehicles or columns. This may require 3-5 Footcandle average.

³ The highest horizontal Illuminance area, divided by the lowest horizontal Illuminance point or area should not be greater than the ratio shown.

⁴ Measured facing the drive aisle at 5 feet above the parking surface at the point of the lowest horizontal Illuminance.

⁵ Applies only to clearway ramps (with no adjacent parking) but not sloping floor designs.

⁶ A high Illuminance level for the first 65 feet inside the Structure is needed to effect a transition from bright daylight to a lower interior level.

⁷ Daylight may be considered in the design calculations.

- b. Lighting design shall address glare, light pollution (unnecessary light), light trespass (bright visible sources or light spilling into adjacent properties), and reduction of shadows.
- c. Provision of signage at exits of the parking garages and structures shall be required.
- d. Open-structure wall areas for natural ventilation or mechanical ventilation shall be encouraged.
- e. Interaction between vehicles and pedestrians should be provided in a safe manner.
- f. 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.
- g. To the maximum extent practicable, parking garage and structure entries shall be internalized in building groupings or oriented away from public street frontage.
- h. Preferred access to below grade parking shall be either from the side or rear of buildings.

G. Non-Motorized Vehicle Parking Facilities.

- 1. Non- motorized vehicle parking facilities should be provided in accordance with the following regulations:

- a. Bicycle Parking Facilities: Bicycle parking facilities for non-residential and mixed land uses shall be provided in accordance with the following regulations:

- (1). Each bicycle space shall be equipped with a device to which a bicycle frame and one (1) 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.

- (2). Bicycle parking spaces shall be convenient to the structure for which they are provided. They shall be visible from at least one (1) entrance to the structure.
- (3). For every ten (10) vehicular spaces required, three (3) bicycle parking spaces shall be provided, not to exceed a total of nine (9) required bicycle parking spaces.

Section 1906. Parking Reductions or Alterations

A. Except for residential uses, this section is a means for applicants for non-residential 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.

1. On-Street Parking

a. Where on-street parking is provided, the following on-street parking standards shall apply:

- (1). On-street parking may be provided along street rights-of-ways only when parking on that street right-of-way has been approved by PennDOT, for all state owned streets, or the 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 Section 1907.
- (3). On-street parking areas may only be counted along 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 or access drive.
- (4). A bona-fide on-street parking space, parallel to the curb line, shall measure at least seven (7) feet in width and twenty-two (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 other 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.

2. Shared Parking

a. Where shared parking is proposed to be utilized, the following standards shall apply:

- (1). Users of shared parking facilities shall be required to show shared parking is reasonably close in proximity to each use in accordance with the following standards:
 - (a). Less than one hundred (100) feet for:

- i. People with disabilities; deliveries and loading; emergency services; fast food service type restaurant; and convenience store.
- (b). Less than six hundred (600) feet for:
 - i. Residents; grocery stores; business and professional services; and medical/dental clinics; hospitals.
- (c). Less than one thousand (1,000) feet for:
 - i. General retail sales and services; sit down service type restaurant; taverns/bars; employees; private clubs, clubhouse or lodges; places of worship; schools; municipal uses; parks.
- (2). If parking is to be shared by uses located on two (2) or more lots, an agreement in a form acceptable to the Borough 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 (b). herein below.
- (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 the table below for each of the six (6) time periods:

**Table 19-4
 Shared Parking Calculations**

Uses	Monday - Friday			Saturday and Sunday		
	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am	8 am - 6 pm	6 pm - Midnight	Midnight - 8 am
Residential	60%	100%	100%	80%	100%	100%
Office	100%	10%	5%	5%	5%	5%
Retail Sales/Services	90%	80%	5%	100%	60%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Theatre/	40%	80%	10%	80%	100%	10%
Entertainment (including private clubs, 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 (6) time periods
 - (d). The column total (time period) with the highest value shall be the minimum parking requirement.
 - b. Written Agreement between Property Owners to Share Parking
 - (1). Where an application for development for which shared parking is proposed includes two (2) or more separately owned properties, and the Zoning Officer has made a determination of the minimum number of required parking spaces for each of the applicable properties and uses, the Zoning Officer shall require that the owners of the properties enter into a legal agreement with the Borough guaranteeing access to, use of, and management of designated shared parking spaces. The agreement shall be in a recordable form approved by the Borough Solicitor, included as a condition of the approval and enforceable by the Borough.
 - (2). Where an application for a zoning permit for which shared parking is proposed includes two (2) or more properties owned by the same property owner, and the Zoning Officer has made a determination of the minimum number of required parking spaces for the applicable properties and uses, the Zoning Officer shall require that the owner of the properties enter into a legal agreement with the Borough guaranteeing access to, use of, and management of designated shared parking spaces. The agreement shall be in a recordable form acceptable to the Borough, included as a condition of the approval and enforceable by the Borough.
- 3. Overflow Parking
 - a. Overflow parking reservation, 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 overflow parking for other, seasonal or event peak times, shall be permitted subject to the following:
 - (1). The applicant shall submit a plan showing all required parking spaces, interior drive aisles, maneuvering areas, access drives, and buffer yards, designed in strict conformance with all other requirements of this Part, Part 4 and this Chapter; and
 - (a) All those parking related improvements and facilities that are to be constructed.
 - (b) 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 the Chapter.
 - (2). Overflow parking reservation spaces shall not exceed twenty (20) percent or more of the required parking spaces.
 - (3). All areas designated as overflow parking reservation shall not count toward any open space, yard or buffer yard requirements.

- (4). 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 (6) months of notification from the Borough. Such agreement shall be in a form acceptable to the Borough.

4. Compact Vehicle Parking

- a. Where more than ten (10) parking spaces are required and provided in an off-street lot or structure, a maximum of forty (40) percent of the required parking spaces may be provided for compact vehicles. Each such compact parking space shall be not less than eight (8) feet wide by seventeen (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.

Section 1907. Drainage, Surfacing, and Maintenance Standards

- A. Any new or enlarged off-street parking area for multi-family dwelling/apartment, mixed use or non-residential uses shall be graded for proper drainage and shall be surfaced in accordance with one or both of the following standards, so as to provide a durable and dustless surface, including one or both of the surface and pavement treatments here in this subsection below ,to the extent necessary to prevent dust, erosion or excessive water flow across streets or abutting property;

1. Impervious Surface

- a. Crushed aggregate based course with a minimum thickness of six (6) inches, as specified in the PennDOT Specifications, Form 408, and its latest revisions, or other PennDOT approved equivalent. Pavement shall consist of a minimum of one and one-half (1-1/2) inches of binder courses and one (1) inch wearing surface. Material shall be equal or superior to PennDOT Specifications for Bituminous Surface Course ID-2 and shall be applied in accordance with the PennDOT Specifications, Form 408, and its latest revisions, or other PennDOT approved equivalent.

2. Permeable Pavement

- a. Permeable pavement is encouraged but not required. Permeable pavement shall not be located on heavy industrial sites, fuel/gasoline sales/distribution facilities, sites with expansive soils or shallow depth to bedrock, areas draining to the permeable pavement greater than five (5) acres, and areas with the water table less than two (2) feet below the bottom of the pavement base. Permeable pavement includes paving units, porous asphalt pavement, or porous concrete (using single-sized aggregate and low water content); uniformly graded stone aggregate with void space; filter fabric lining the subsurface beds; and uncompacted (or hand compacted) subgrade. Permeable pavement shall consider the infiltration rate of the soil subgrade under the base. Constant supervision during construction is encouraged as sediment must be kept from the aggregate base.

- B. Parking facilities shall be so arranged as to provide for orderly and safe parking and short storage of motor vehicles.
- C. All parking spaces shall be marked with paint, provided with wheel stops/bumpers, or other methods so as to indicate their location.
- D. Parking facilities shall be kept clean and free from rubbish and debris.

Section 1908. Off-Street Parking Interconnections for Parking Lots with Non Residential, Mixed, Multi-Family Dwelling/Apartment Uses

- A. To the maximum extent practicable where non-residential, mixed, and multi-family dwelling/apartment off-street parking lots abut another non-residential, mixed, and multi-family dwelling/apartment off-street parking lot, such parking facilities are strongly encouraged to be interconnected via internal vehicular connections to one (1) another or connection via a rear alley. This section shall also apply developments involving single attached dwellings on a common lot(s) abutting other single attached dwellings on the same common lot(s).
- B. To the maximum extent practicable, each non-residential, mixed, and multi-family dwelling/apartment off-street parking lot are strongly encouraged to provide cross-access easements for its parking areas and access drives guaranteeing access to abutting non-residential, mixed, and multi-family dwelling/apartment off-street parking lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow. This section shall also apply developments involving single attached dwellings on a common lot(s) abutting other single attached dwellings on the same common lot(s).

Section 1909. Prohibited Uses of Off-Street Parking Facilities.

- A. 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;
 - 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 / unloading purposes, except during hours when business operations are suspended;
 - 5. Temporary storage units and trash/waste disposal (e.g. pallets, cardboard); or
 - 6. Recreational vehicle parking/storage, except during regular business hours of operation..

Section 1910. Loading and Unloading Space.

- A. Except as otherwise provided herein this Section, an off-street loading / unloading 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.
- B. Access to the loading / unloading space on any lot shall be via a street at least twelve (12) feet in width for one-way traffic or twenty-two (22) feet wide for two (2) way use, with a clearance of at least fourteen (14) feet six (6) inches its entire length. In the MN/C and CBD Zoning Districts, between the hours of 9am and 4pm, alleys may be permitted for loading use.
- C. The off-street loading/ unloading space shall be not less than ten (10) feet wide, and thirty five (35) feet in length, and fourteen (14) feet six (6) inches in height, when covered. For warehouse buildings or buildings accommodating tractor-trailers, the minimum off-street loading/ unloading space size shall be increased to twelve (12) feet wide and seventy (70) feet long.
- D. Off-street loading / unloading space shall be in addition to and not considered as meeting a part of the requirements for off-street parking space.

- E. Off-street loading / unloading 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.
- F. Off-street loading / unloading 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.
- G. The following off-street loading and unloading space requirements for specific uses shall be provided as listed below:

**Table 19-4
 Off-Street Loading Requirements**

Type of Use	Gross Floor Area	# of Spaces
Commercial (Retail/Service) Wholesale Industrial/Manufacturing Hospitals Laundry Institutional and Similar Uses	< 8,000	1
	8,000 - 40,000	2
	> 40,000 - 100,000	3
	> 100,000 - 250,000	4
	each additional 200,000	1
Office Buildings and Hotels	< 100,000	1
	100,000 - 300,000	2
	> 300,000	3

- H. When determination of the number of required off-street loading/ unloading spaces results in a requirement of a fractional space, any fraction up to and including one-half (½) may be disregarded, and fractions over one-half (½) shall be interpreted as one (1) off-street loading/ unloading space.
- I. Where there are multiple uses within a development or on the same lot, shared loading / unloading spaces shall be used among as many uses as practical. Loading / unloading 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 (1) 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.
- J. In all zoning districts except for the I zoning district, off-street loading/unloading spaces shall not be permitted between the principal building and the public street (excluding alleys) or within any required front setback area.
- K. Off-street loading/unloading facilities shall be located on the side of the building not facing an abutting residential zoning district or existing residential use in the MN/C zoning district.
- L. No off-street loading/ unloading spaces shall be within any building setback and/ or buffer yard area.
- M. Off-street loading/unloading facilities shall comply with all buffering and screening requirements set forth in Part 4 of this Chapter.

- N. For all off-street loading/unloading areas, a planting strip at least five (5) feet wide shall be provided between the edge of the street right-of-way and any off-street loading/unloading area authorized in all applicable yards which are adjacent to a public street and alley. Planting strips between the right-of-way and the loading/unloading area shall be landscaped and maintained with ground cover, shrubbery, trees or other landscape or decorative materials across the entire lot in order to prohibit vehicular and pedestrian access, except at approved ingress and egress points. Landscaping species at their mature heights shall not obstruct visibility for traffic entering or leaving the lot or traveling on the public street/alley.
- O. Surfacing. All off-street loading/unloading facilities shall be constructed and maintained with the same paved concrete or bituminous surface material required for access drives in Chapter 22 of the Codified Ordinances of the Borough of Highspire relating to subdivision and land development and/or any applicable Borough construction and materials specifications.
- P. All on-site, outdoor lighting of off-street loading/unloading areas shall be designed to prevent glare to adjoining properties and public right-of-way by employing hooded, shielded, or screened fixtures that confine glare to the site, rather than the area around it.