

ARTICLE XVII PARKING

Part I Parking

Section 1. Definitions

Unless otherwise specifically provided or unless clearly required by the context, the words and phrases defined below shall have the meaning indicated when used in this section.

Bicycle storage, Class I. A locker, enclosed structure, or supervised area within a building providing for long term bicycle protection from theft, vandalism, and weather conditions.

Bicycle storage, Class II. A stand or other device constructed so as to enable the user to secure a bicycle by locking the frame and one wheel of each bicycle parked therein. Class II bicycle storage shall support bicycles in stable, upright positions and must be easily useable with both U-locks and cable locks.

Bicycle storage, Class III. A rack constructed of steel pipe or tubing that is securely anchored to an immovable level surface. The rack design shall provide stable support for a bicycle locked against it by allowing at least two points of contact for a typical bicycle frame.

Circulation Area. That portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. Essentially, driveways and other maneuvering areas (other than parking aisles and parking spaces) comprise the circulation area.

Driveway. That portion of the vehicle accommodation area that consists of a travel lane bounded on either side by an area that is not part of the vehicle accommodation area.

Gross Floor Area (GFA). The total area of a building measured by taking the outside dimensions of the building at each floor level intended occupancy or storage.

Loading and Unloading Area. That portion of the vehicle accommodation area used to satisfy the requirements of Section 11 of this Part.

Parking Area Aisles. That portion of the vehicle accommodation area consisting of lanes providing access to parking spaces.

Parking Area, Lot or Structure. A structure, or an off-street area for parking or loading and unloading, whether required or permitted by the Zoning Ordinance, including driveways, access ways, aisles, and maneuvering areas, but not including any public or private street right-of-way.

Parking, Floor Area. The floor area of a structure as defined herein less storage and warehouse areas used principally for non-public purposes of said structure. Any basement or cellar space used for retailing shall be included in the parking floor area for the purpose of calculating requirements for accessory off-street loading berths.

Parking Space. A portion of the vehicle accommodation area set for the parking of one vehicle. At a minimum, each parking space shall measure 9' x 18'.

Public Parking Facility. Any parking area that is available to the public at all times.

Vehicle Accommodation Area. That portion of a lot that is used by vehicles for access, circulation, parking, drive-in windows, and loading and unloading. It comprises the total of circulation areas, loading and unloading areas, and parking areas (spaces and aisles).

Section 2. Number of Parking Spaces Required

1. All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.
2. The presumptions established by this article are that: (1) a development must comply with the parking standards set forth in Subsection 5. to satisfy the requirement stated in Subsection 1., and (2) any development that does meet these standards is in compliance. However, the Table of Minimum Parking Requirements is only intended to establish a presumption and should be flexibly administered, as provided in Section 3 of this Part.
3. All off-street parking spaces required to serve buildings or a use erected or established after the effective date of this Ordinance shall be located on the same zoning lot as the building or use served, except that where an increase in the number of spaces is required by a change or enlargement of a non-residential use or where spaces are provided collectively or used jointly by two (2) or more non-residential buildings or establishments, the required spaces may be located and maintained as set forth in Sections 3, 8, and 9, of this Part.
4. The Town recognizes that the Table of Parking Requirements set forth in Subsection 5. cannot and does not cover every possible situation that may arise. Therefore, in cases not specifically covered, the Town is authorized to determine the parking requirements using this table as a guide.
5. Table of Minimum Parking Requirements

USE	OFF-STREET PARKING REQUIREMENT
Residential	
Single Family Detached Unit	2.0 spaces
<u>Apartments and Townhouse:</u> 1 Bedroom Units 2 Bedroom Units 3+ Bedroom Units	2.0 spaces 2.5 spaces 3.0 spaces
Residence/Office (R-O Zone)	1 space per 250 square feet of office plus 1 space per dwelling unit. In no case shall the number of parking spaces be less than 1 per employee and 1 per occupant
Manufactured Home	2.5 spaces
Rooming Boarding House	1.0 space per room
Non-Residential	
Assembly Hall	1.0 space per every 100 sq. ft. GFA
Amusement Park	10 spaces per ride or activity area
Appliance/Hardware Store	2.0 spaces per every 1,000 sq. ft. GFA, plus 1.0 space per every 300 sq. ft. GFA over 1,000 sq. ft. GFA.
Art Gallery	1.0 space per 500 sq. ft. GFA

USE	OFF-STREET PARKING REQUIREMENT
Auditorium	1.0 space per 6 permanent seats
Automobile Dealership	1.0 space per 300 sq. ft. GFA enclosed sales plus 1.0 space per 2,000 sq. ft. of open display area, plus 2.0 spaces per service bay
Bar	1.0 space per 2 seats
Beauty Parlor	3.0 spaces per operator chair
Bed and Breakfast	1.0 space per guest room plus 2.0 spaces per owner's unit
Bowling Alley	4.0 spaces per alley
Bank	4.0 spaces per every 1,000 sq. ft. GFA
Car Wash, attended	10 spaces per washing lane
Car Wash, unattended	4 spaces per wash bay
Church/Synagogue	1.0 space per 3 seats
Convenience Store	1.0 spaces per every 250 sq. ft GFA
Day Care Center	1.0 space per 7 children, plus 1.0 space per staff person
Equipment Sales/Service Shop/Wholesale	2.0 spaces per every 1,000 sq. ft. GFA, plus 1.0 space per every 300 sq. ft. GFA over 1,000 sq. ft.
Express Delivery Service	1.0 space per two employees on maximum shift, plus 1.0 space per each vehicle maintained in the premises
Fast Food Restaurant	1.0 space per 4 seats, plus 1.0 space per 2 employees on maximum shift.
With or Without Drive-Through Facilities	With drive-through facility, add 8 stacking spaces for the drive-through window
Fiduciary Institutions	1.0 space per 300 sq. ft. GFA
Funeral Homes	1.0 space per 4 permanent seats, or 1.0 space per 30 sq. ft. GFA
Furniture Stores	1.0 space per 500 sq. ft. GFA, plus 1.0 space per employee on maximum shift
Garage/Auto Body Shop	1.0 space per 300 sq. ft GFA plus 1.0 space per employee
Golf Course	6.0 per hole
Group Homes	1.0 space per staff person, plus 1.0 space per 2 occupants
Health Club	10 spaces per every 1,000 sq. ft. GFA, plus 1.0 space per every 2 employees.
Hospital	1.0 space per 250 ft. GFA (amended effective July 22, 2008)
Hotel/Motel	1.0 space per room, plus 1.0 space per employee on maximum work shift, plus 1.0 space per each 200 sq. ft. GFA of commercial floor area contained therein
Industrial	1.0 space per 800 sq. ft. GFA
Laundromat/Dry Cleaners	1.0 per machine, minimum of 5.0 spaces
Library	1.0 space per 300 sq. ft. GFA
Manufacturing/Warehouse	1.0 space per 800 sq. ft. GFA or 1.5 spaces per each employees on a maximum work shift, plus 1.0 space per each truck or vehicle used in connection therewith, whichever is greater
Medical Center	1.0 space per 250 sq. ft. GFA
Miniature Golf	1.0 space per hole
Nightclub	1.0 space per 2 seats

USE	OFF-STREET PARKING REQUIREMENT
Nursing Home	1.0 space per 2 beds
Offices	
Under 49,999 sq. ft. GFA	4.5 spaces per 1,000 sq. ft. GFA
50,000 - 99,999 sq. ft. GFA	4.0 spaces per 1,000 sq. ft. GFA
100,000 + sq. ft. GFA	3.5 spaces per 1,000 sq. ft. GFA
Off-Track Betting	1.0 space per 150 sq. ft. GFA
Pool or Billiard Hall	4.0 spaces per 1,000 sq. ft. GFA
Post Office	1.0 space per 600 sq. ft. GFA, plus 1.0 space per employee
Racquetball Courts	2.0 spaces per court
Research Centers	1.0 space per 1,000 sq. ft. GFA
Restaurant	1.0 space per 3 seats, plus 1 space per employee on the maximum shift
Retail Store	1.0 space per 200 sq. ft. GFA
Schools	
Elementary	2.0 spaces per classroom, but not less than 1.0 per teacher and staff
Intermediate	1.5 spaces per classroom, but not less than 1.0 per teacher and staff
Secondary	5.0 spaces per classroom
Service Station	4.0 spaces per bay and work area
Shipping Center	1.0 space per 5,000 sq. ft. GFA
Shopping Center (GLA>200,000 sq. ft.)	4.5 space per 1,000 sq. ft. GFA
Storage Areas	1.0 space per 5,000 sq. ft. GFA
Self Storage Facility	1.0 space per 20 storage stalls
Grocery/Food Store (Super Market)	3.0 spaces per 1,000 sq. ft. GFA
Swimming Pool	1.0 space per 4 persons, up to capacity
Veterinary Offices	1.0 space per 400 sq. ft. floor space in office, with a 4 space minimum
VFW, American Legion, Etc.	1.0 space per 2 seats
Medical Support Facility	1.0 space per 200 sq. ft. GFA
Medical Clinic	1.0 space per 250 sq. ft. GFA
Police/ Fire Station	1.0 space per 200 sq. ft. GFA of office space plus 1 per 400 sq. ft. GFA of meeting space
Recreation Center	1 per space 100 sq. ft. GFA, plus 1.0 space per every 2 employees.

Table Notes:

GFA = Gross Floor Area

GLA = Gross Leasable Area

When determination of the number of parking spaces required results in a requirement fractional space, any fraction shall be counted as one parking space.

6. Parking lots for shared or community uses are encouraged, as set forth in Sections 8 and Section 9 of this Part.

7. For uses in the TC District, no more than 120 percent of the required minimum number of parking spaces is permitted.

Section 3. Flexibility in Administration Required

1. The Town of Elkton recognizes that, due to the particularities of any given development, the inflexible application of the parking standards set forth in Section 2.5. of this Part, may result in a development either with inadequate parking space or parking space far in excess of its needs. Alternative off-street parking standards may be accepted if the applicant can demonstrate that such standards better reflect local conditions and needs.
2. Without limiting the generality of the foregoing, the permit-issuing authority may allow deviations from the parking requirements set forth in Section 2.5. of this Part when it finds that:
 - a. A residential development is irrevocably oriented toward the elderly;
 - b. A business is primarily oriented to walk-in trade.
3. Whenever the permit-issuing authority allows or requires a deviation from the parking requirements set forth in Section 2.5. of this Part, it shall enter on the face of the permit the parking requirement that it imposes and the reasons for allowing or requiring the deviation.
4. If the Town concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Section 2.5. of this Part, for a particular use classification is erroneous, it shall initiate a request for an amendment to the Table of Parking Requirements in accordance with the procedures set forth in Article XIX.
5. Parking Reduction. In the TC District, the Planning Commission may approve a reduction in the required number of spaces for each use as follows:
 - a. Up to twenty-five (25) percent if the use is located within 400 feet walking distance from a public parking facility.
 - b. Up to five (5) percent if the use is within 400 feet of a transit facility.
 - c. Reduced on-site parking as determined through a shared parking study per Section 8 of this Part.
 - d. One parking space for each on-street parking space that is provided directly along the building frontage, which is intended for customers or residents, not for employees or business owners.
 - e. Each parking space approved by the Maryland Energy Administration for use as an electric vehicle charging station shall count as two (2) spaces toward meeting the minimum number of parking spaces required for a maximum of five percent of the required parking.
 - f. Up to five (5) percent if Class I bicycle storage racks are provided for twenty-five (25) percent of the total number of projected employees and residential units, and up to ten

(10) percent if Class I racks for fifty (50) percent of the total of number employees and residential units are provided.

Section 4. Parking Space Dimensions

1. Subject to Subsections 2. and 3., each parking space shall contain a rectangular area at least eighteen (18) feet long and nine (9) feet wide. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section.
2. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty-three (23) feet by nine (9) feet.
3. Each handicapped parking space shall meet the requirements of the Americans with Disabilities Act. (See Section 12 of this Part also.)

Section 5. Required Widths of Parking area Aisles and Driveways

1. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking.

Aisle Width	Parking Angle				
	0°	30°	45°	60°	90°
One-Way Traffic	15	15	16	18	24
Two-Way Traffic	22	22	22	23	24

2. Driveways shall be not less than 10 feet or exceed 15 feet in width for one-way traffic and not less than 18 feet or exceed 30 feet in width for two-way traffic, except that 10-feet-wide driveways are permissible for two-way traffic when (a) the driveway is not longer than 50 feet, (b) it provides access to not more than 6 spaces, and (c) sufficient turning space is provided so that vehicles need not back into a public street.

Section 6. General Design Requirements

1. Unless no other practicable alternative is available vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.
2. Vehicle accommodation areas of all development shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
3. Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction. In a residential zone, the driveway should be a minimum

of either twenty feet by twenty feet (20' x 20'), or ten feet by forty feet (10' x 40'). Garages cannot be counted as parking space.

4. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
5. Any lighting used to illuminate off-street parking areas shall be arranged so as to reflect away from any adjoining residential zone or uses and any public or private right-of-way.
6. A "sight triangle" shall be observed within a triangle formed by the intersection of the street lines and points on the street line twenty-five (25) feet from the intersection at all street intersection or intersections of driveways with streets.
7. All parking areas shall be drained so as to dispose of all surface water within the parking area without carrying the said water accumulation over a public sidewalk.
8. No required off-street parking space in any residential zone shall be located within any required front yard or side street side yard area except that parking in driveways for two (2) spaces is permitted.
9. Additional parking in residential zones: Provided the above parking (Subsection 8) has been met, additional parking shall be permitted in the required front yards or side street side yard, provided the following setback requirements are met:

<u>Zone</u>	<u>Front Yard Setback</u>	Side Street
		<u>Side Yard Setback</u>
RP	15'	8'
R-1	15'	8'
R-2	10'	4'

10. The percentage of coverage of permitted parking areas and driveways in any residential zone shall not exceed fifty (50) percent of the total required front yard or side street side yard.
11. For uses located in all zoning districts other than the TC District, off-street parking facilities may be located within the required front yard of any commercial, office/residential, or industrial zone, but shall not be nearer than fifty (50) feet to any residential district.
12. Special access, surface, and location requirements for garages, parking lots, automobile service stations, and vehicle sales lots:
 - a. No building, structure or premises shall be used, erected, or altered which is intended or designed to be used as a community garage, an automobile repair shop, a service station, or a parking lot or structure as the principal use on a property, which has an entrance or exit for vehicles in the same block front and within two hundred (200) feet of the property boundary of any school, public playground, church, hospital, public library, convalescent, nursing, or rest home, orphanage, and no such entrance or exit, except for a community garage, shall be located within twenty (20) feet of any residential zone; nor shall any structure used for an automobile repair shop or service station or any part of a parking lot or structure be located within one hundred (100) feet of any property boundary line of any of the aforesaid public or institutional uses. "Parking lot" or

“Parking Garage” as used herein does not include off-street parking areas as otherwise required for the public or institutional uses listed above. This part shall not apply to any parking garage serving transit operations (e.g. bus or rail service).

- b. No gasoline pump, oil draining pit, or similar appliance for any purpose shall be located within fifteen (15) feet of any right-of-way or within fifty (50) feet of a residential zone, except where such a pump, pit, or appliance is within a completely enclosed building and distant at least fifteen (15) feet from any shall be permitted as an accessory use for another activity unless a site plan is submitted to and approved by the Zoning Administrator.
13. Pedestrian Access. Safe provisions for pedestrian access to and through a parking lot shall be required. Pedestrian walkways through the parking lot shall connect to sidewalks along public streets.



Section 7. Vehicle Accommodation Area Surfaces

1. Vehicle accommodation areas as defined herein shall be graded and surfaced with portland cement, bituminous concrete or pervious pavers.
 - a. Asphalt shall be of two inches of Type C hot mix over a four-inch graded aggregate base course. An alternative design may be proposed by the applicant that is supplemented with a subsurface investigation report prepared by a professional engineer. The alternative design shall be reviewed and accepted by the Town Engineer.
 - b. Concrete or pervious pavers designs shall be reviewed and accepted by the Town Engineer.
2. Parking spaces shall be appropriately demarcated with painted lines or other markings.
3. Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good

condition (free from potholes, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

4. The maximum permitted slope on driveways shall be ten (10) percent.
5. Driveways shall have a minimum width of 10 feet and a maximum width as approved on a case by case basis, as reviewed by the Town Engineer and approved by the Planning Commission.

Section 8. Joint Use of Required Parking Spaces

1. One parking area may contain required spaces for several different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.
2. If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 9 of this Part, are also applicable.
3. In the case of mixed uses (with different parking requirements occupying the same building or premises) or in the case of a joint use of a building or premises by more than one use having the same parking requirements, the parking spaces required shall equal the sum of the requirements of the various uses computed separately
4. Off-street parking areas required for residential use shall not be included in any joint parking arrangement, with the exception of shared parking facilities in the TC Town Center District.
5. The Planning Commission may authorize a reduction in the number of required parking spaces for mixed use developments or for uses that are located near one another and which have different peak parking demands and operating hours. A shared parking study acceptable to the Town Engineer shall be submitted and include, at a minimum, the following:
 - a. Clearly establishes that the uses will use the shared spaces at different times of the day, week, month or year.
 - b. Address the size and type of activities, the composition of tenants, the rate of turnover for proposed shared spaces, and the anticipated peak parking and traffic loads.
 - c. Be based on the Urban Land Institute's methodology for determining shared parking, or other generally accepted methodology, or calculated according to the following formula:
 - (1) Calculate the minimum amount of parking required for each land use as if it were a separate use.
 - (2) To determine peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in the table below for each of the six time periods.
 - (3) Calculate the column total for each of the six time periods.
 - (4) The column (time period) with the highest value shall be the minimum parking requirement.

- d. Provide for no reduction in the number of required handicapped spaces,
- e. Be approved by the Planning Commission and Town Engineer as part of the Site Plan or Subdivision Plan approval, based on the feasibility of the users to share parking due to their particular peak parking and trip generation characteristics.
- f. An agreement for satellite or shared parking plan is executed between multiple users as set forth in Section 9.7 of this Part.

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%
Commercial	90%	80%	5%	100%	60%	5%
Restaurant	70%	100%	10%	70%	100%	20%
Entertainment	40%	100%	10%	80%	100%	50%
Institutional (non-religious)	100%	40%	5%	10%	10%	5%
Religious Institution	20%	40%	5%	100%	50%	5%

Section 9. Satellite Parking

1. If the number of off-street parking spaces required by this ordinance cannot reasonably be provided on the same lot where the principal use associated with these parking spaces is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to in this section as satellite parking spaces.
2. All such satellite parking spaces (except spaces intended for employee use) must be located within four hundred (400) feet of a public entrance of a principal building housing the use associated with such parking, or within four hundred (400) feet of the lot on which the use associated with such parking is located if the use is not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance. Parking spaces for deliveries and loading and for uses oriented to emergency services as well as the elderly shall be located within one hundred (100) feet of a public entrance of a principal building housing the use associated with such parking. For uses located in all zoning districts other than the TC District, no more than forty (40) percent of the total required spaces are to be located in satellite parking spaces.
3. Satellite parking spaces shall be used solely for the parking of passenger automobiles. No commercial repair work or service of any kind shall be conducted, and no charge shall be made for parking. No sign of any kind, other than designating ownership, entrances, exits, and conditions of use, shall be maintained on such satellite parking areas.
4. Each entrance and exit to and from such parking area shall be at least twenty (20) feet distant from any adjacent lot line located in any residential zone.
5. The satellite parking areas shall be subject to all requirements of this ordinance concerning surfacing, lighting, drainage, landscaping, screening, and setbacks.

6. The Planning Commission shall make finding that a safe, convenient and adequate pedestrian connection, existing or planned, is located between the use and the satellite parking spaces.
7. Agreement for satellite or shared parking plan. A shared parking agreement allows users an opportunity, if they choose, to redesign parking lots to be more efficient in serving multiple users. This may consist of making new curb cuts between parking lots, restriping lots, or redesigning internal traffic circulation and pedestrian walkways. A shared parking plan shall be enforced through written agreement. To the extent the shared parking plan implements requirements of this Ordinance an attested copy of the agreement between the owners' of record and the Town shall be submitted to the Town for review and approval by the Planning Commission. The agreement shall be recorded in the County Office of Land Records by the owners' of record prior to issuance of a certificate of occupancy. Proof of recordation of the agreement shall be presented to the Director of Planning prior to certification. The agreement shall:
 - a. List the names and ownership interest of all parties to the agreement and contain the signatures of those parties;
 - b. Provide a legal description of the land;
 - c. Include a site plan showing the area of the parking parcel;
 - d. Describe the area of the parking parcel and designate and reserve it for satellite or shared parking unencumbered by any conditions which would interfere with its use;
 - e. Agree and expressly declare the intent for the covenant to run with the land and bind all parties and all successors in interest to the covenant;
 - f. Assure the continued availability of the spaces and provide assurance that all spaces will be usable without charge to all participating uses;
 - g. Describe the obligations of each party, including the maintenance responsibility to retain;
 - h. Incorporate the shared parking study by reference;
 - i. Be made part of the Site Plan/Final Subdivision Plan;
 - j. Describe the method by which the covenant shall, if necessary, be revised;
 - k. Change in use. Should any of the satellite or shared parking uses be changed, or should the Planning Commission find that any of the conditions described in the approved shared parking study or agreement no longer exist, the owner of record shall have the option of submitting a revised shared parking study in accordance with the standards of this section or of providing the number of spaces required for each use as if computed separately.

Section 10. Special Provisions For Lots With Existing Buildings

1. Any increase in the intensity of use of any structure shall mean the addition of dwelling units, employees, gross floor area, seating capacity, or any other unit of measurement used as a basis for determining required parking facilities. When the intensity of use of any structure is increased by less than twenty (20) percent, parking facilities shall be provided for the increase, but not for any

existing deficiency in such facilities. When the intensity is increased by more than twenty (20) percent, including consecutive increases from the date of this Ordinance, parking facilities shall be provided for the entire structure on premises.

2. When the use of any structure or premises is changed to a different use, parking facilities shall be provided for the different use.
3. Notwithstanding any other provisions of this ordinance, whenever (a) there exists a lot with one or more structures on it constructed before the effective date of this ordinance, and (b) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (c) the parking requirements of Section 2 of this Part that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking, then the developer need only comply with the requirements of Section 2 of this Part to the extent the (a) parking space is practicably available on the lot where the development is located, and (b) satellite parking space is reasonably available as provided in Section 9 of this Part. However, if additional satellite parking subsequently becomes reasonably available, then it shall be a continuing condition of the permit authorizing development on such lot that the developer obtain satellite parking when it does become available.

Section 11. Loading and Unloading Areas

1. Subject to Subsection 5., whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.
2. The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

Gross Leasable Area of Building	Number of Spaces*
1,000- 19,000	1
20,000- 79,999	2
80,000-127,999	3
128,000-191,000	4
192,000-255,999	5
256,000-319,999	6
320,000-391,999	7

Plus one (1) space for each additional 72,000 square feet or fraction thereof.

*Minimum dimensions of 12 feet x 55 feet and overhead clearance of fourteen (14) feet from street grade required.

3. Loading and unloading areas shall be so located and designed that the vehicles intended to use them can (a) maneuver safely and conveniently to and from a public right-of-way, and (b) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.
4. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking be used to satisfy the area requirements for loading and unloading facilities.
5. Whenever (a) there exists a lot with one or more structures on it constructed before the effective date of this ordinance, and (b) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (c) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.
6. No such space shall be located closer than fifty (50) feet to any other lot in any residential district unless wholly within a completely enclosed building or unless enclosed on all sides by a wall or uniformly painted board fence not less than six (6) feet in height.

Section 12. Parking Facilities for the Physically Handicapped

1. Parking for the physically handicapped shall be designed and provided in accordance with the American with Disabilities Act Accessibility Guidelines' requirements for Parking and Passenger Loading Zones as may be amended and shall be provided as follows:

Total Number of Parking Spaces Provided (per lot)	(Column A) Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van-Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	<u>1/8 of Column A*</u>	<u>7/8 of Column A**</u>
1001 and over	20 plus 1 for each 100 over 1000	<u>1/8 of Column A*</u>	<u>7/8 of Column A**</u>

* one out of every 8 accessible spaces ** 7 out of every 8 accessible parking spaces

Section 13. Town Center District Parking and Access Design Standards

1. The following requirements shall apply to all new development and redevelopment in the TC Zone that is subject to the requirements of this Article:
 - a. Location of Parking Lots:
 - (1) All off-street parking spaces shall be located to the side or rear of the principal structure occupying a lot. No parking shall be permitted between the building and the public street front, with the exception of parallel on-street parking.
 - (2) Parking lots shall be set back 5 feet from the sidewalk.
 - (3) Parking lots shall not be permitted on corner lots that are located on collector or arterial roads.
 - b. General Design Standards
 - (1) The creation of new curb cuts and driveways shall be avoided whenever an alternative point of access, such as an alley or the secondary street frontage, is available or can be created.

- (2) Existing driveways shall be narrowed to the maximum extent possible.
- (3) Existing curb cuts that are no longer needed shall be sealed-off and replaced with curbing and sidewalks as approved by the Town Engineer.
- (4) Whenever there is an existing curb cut, the sidewalk material (concrete, brick, etc.) and design shall be extended to promote pedestrian continuity along the sidewalk.
- (5) Shared driveways through agreements between adjoining property owners are hereby encouraged and shall be subject to Town approval.
- (6) Wherever possible, ingress and egress between various properties shall be shared in an attempt to minimize curb cuts. The Town encourages adjacent landowners to enter into agreements providing access easements to accomplish this goal.
- (7) Curbing or wheel stops shall be located to prevent any part of the vehicle from overhanging the street right-of-way, property lines or internal sidewalks. Parking and loading spaces shall not be an extension of any street right-of-way.
- (8) Off-street surface parking shall not extend more than 70 feet in width along any pedestrian street frontage without an urban garden, plaza, square, courtyard, or landscaping feature with seating.

c. Interconnected Parking Areas:

- (1) Parking areas on abutting nonresidential lots should be interconnected by internal access driveways.
- (2) Each parking lot should provide cross access easements for its parking areas and access driveways guaranteeing access to adjacent lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.

d. Parking Structure Design Standards:

- (1) Retail store fronts or other active uses on the street level shall be required on front facades of parking garages.
- (2) Structures shall have design treatments such as colonnades, arcades, awnings, landscaping, street furniture, and other public amenities to create the appearance of an occupied building. Blank walls are not permitted.
- (3) Cars shall be visually screened from adjacent buildings and the street and such screening shall be in keeping with the rest of the building's architectural style and materials.

Section 14. Bicycle Accessibility, Mobility, and Parking

1. All development in the C1, C2, C3, PUD and TC Zones and all multifamily development in the R3 Zone shall be subject to the following minimum off-street bicycle lane and parking requirements:
 - a. Bicycle lanes shall be striped on all interior streets, parking lots or roadways and/or “share the road” MUTCD-approved signage shall be installed.
 - b. Bicycle storage racks, or bicycle stands, shall be reserved for the particular use of the structure for which they are required.
 - c. Class II bicycle storage racks shall be installed to accommodate a minimum of six (6) bicycles or one (1) bicycle for every fifteen (15) auto parking spaces required for the use, whichever is greater, with a maximum of thirty (30) bicycle spaces required.

Part II Landscaping of Parking Facilities

Section 1. Intent

1. It is intended that the application of the landscape standards set forth below will reduce the visual and environmental impacts of large expanses of parking areas. Breaking up of paved parking areas with plantings will provide improved aesthetics and micro-climatic benefits by reducing heat and glare.

Section 2. Sites Affected

1. New sites. No new parking areas shall hereafter be constructed or used unless landscaping is provided as required by the provision of this Article.
2. Existing sites. No parking areas shall be expanded, moved, or removed and/or reconstructed unless the minimum landscaping required by the provision of this Article is provided for the property to the extent of its alteration or expansion, but not for the entire property.
3. Change of use. No use shall be changed to another use for which the Zoning Ordinance requires additional parking over and above that required for the previous use, unless vehicular use area perimeter landscaping as required by this Article is provided for such additional parking. The provisions of this section shall be effective regardless of whether or not new construction is necessary to meet the parking requirements for the new uses. Where new construction will not be necessary to meet the parking requirements, such additional required parking shall be deemed to be on the perimeter for as much as possible of the existing vehicular use area. Where the previous use had no required parking, perimeter landscaping shall be provided for the entire vehicular use area serving the new use. Interior landscaping shall not be required where only the use of the property is changed and no new construction or reconstruction is proposed.
4. Change of zone. No use of an existing building, structure, or vehicular use area shall be commenced subsequent to a change in zoning unless property perimeter landscaping as required herein has been provided.

Section 3. Perimeter Landscaping

1. Property line landscape buffers between adjacent land uses shall be provided in accordance to the requirements spelled out in the landscape and land use buffer article of this ordinance.
2. Any parking lot that is adjacent to a road or public right-of-way shall provide a landscaping area width based upon the following right-of-way width:

60 feet wide or less:	10 foot minimum landscape area width
More than 60 feet wide:	15 foot minimum landscape area width.
3. The Planning Commission may allow deviations from this requirement when it finds that the site in question exhibits irregular, confining, or otherwise unusual characteristics. In no case shall the required landscape area width be less than five (5) feet.
4. Where the pavement width of the parking lot exceeds sixty (60) feet, the landscape area adjacent to a road or public right-of-way shall be increased by five (5) feet for every additional sixty (60) feet of parking lot width perpendicular to the right-of-way as indicated in the following table:

<u>Parking Lot Width</u>	<u>Required Landscape Area Width</u>
1-60 ft.	15 ft.
61-120 ft.	20 ft.
121-180 ft.	25 ft.
181-240 ft.	30 ft.
241-300 ft.	35 ft.
301-360 ft.	40 ft.
361-420 ft.	45 ft.

5. Each landscape area adjacent to a street right-of-way shall contain a minimum of one (1) tree per forty (40) feet of landscape area parallel to the right-of-way. In addition, a vegetative screen, landscaped berm, fence, wall, or other methods to reduce the visual impact of the parking area shall be provided. The vegetative screen shall have an average continuous height of three (3) feet. A three (3) foot decrease in elevation from the adjoining property to the street right-of-way shall be construed as satisfying the vegetative screen requirement.
6. Grass or ground cover shall be planted on all portions of the landscape area not occupied by other landscape material.
7. Special notes on existing natural vegetation:
 - a. In all cases where significant natural vegetation exists, as determined by the Zoning Administrator, there will be limits of clearing/grading areas established to protect and preserve these natural area. These natural areas will not be disturbed by the installation of any structures, utilities, storm and sanitary sewers, water lines, sediment and erosion control traps, stormwater management systems, signage. Existing landscape material which is proposed to be used to fulfill landscape requirements shall be shown in the required plan.
 - b. In the case where buffers are created by the application of these standards, no structures, utilities, storm and sanitary sewers, water lines, sediment and erosion control traps, stormwater management systems, and signage will be permitted.

- c. Where pedestrian and bike paths are proposed in the landscape area, such paths shall be meandering in order to preserve the existing trees.
- 8. Trees required as a part of the parking lot street right-of-way landscaping may be placed on the right-of-way adjoining such vehicular use area when approved by the Planning Commission. Such trees shall be in addition to any street trees required by the subdivision regulations.
- 9. Landscaping in Easements. The required landscape area for parking areas may be combined with a utility or other easement only if all landscape requirements can be met. Otherwise, the landscape area shall be in addition to, and separate from, any easement.
- 10. In any parking lot perimeter landscaping area all trees shall be set back at least four (4) feet from the edge of paving where vehicles overhang.

Section 4. Interior Landscaping for Parking Lots

- 1. For any parking lot containing more than 6,000 square feet of area or fifteen (15) or more spaces, interior landscaping shall be provided in addition to the previously required perimeter landscaping. Interior landscaping shall be contained in peninsulas or islands. An interior parking lot landscape island or peninsula is defined as a landscaped area containing a minimum area of 153 square feet having a minimum width of eight and one-half (8.5) feet and a minimum length of eighteen (18) feet. There shall be a minimum of four (4) feet to all trees from the edge of paving where vehicles overhang. The minimum landscape area permitted shall be ten (10) percent of the parking area. Each island or peninsula shall be enclosed by appropriate curbing or a similar device at least six (6) inches wide and six (6) inches in height above the paving surface. For purposes of Subsection 4. below and subject to the limits established in 5. below, up to four (4) islands can be combined.
- 2. Where a parking area is altered or expanded to increase the size to 6,000 or more square feet of area or fifteen (15) or more vehicular parking spaces, interior landscaping for the entire parking area shall be provided and not merely to the extent of its alteration or expansion.
- 3. Landscape area. For each 100 square feet, or fraction thereof, of vehicular use area, five (5) square feet of landscaped area shall be provided. The interior landscaping requirement shall be computed on the basis of the "net parking facility." For the purposes of this Section, "net parking facility" shall include parking stalls, access drives, aisles, walkways, dead spaces, and required separations from structures, but shall not include required street setbacks or access driveways or walkways within such setbacks.
- 4. Landscape islands or peninsulas - number required:
 - a. For less than 100 spaces one island or peninsula is required for every seven (7) parking spaces.
 - b. For 100 spaces or more, one island or peninsula is required for every ten (10) spaces.
 - c. Each ten (10) parking spaces shall require an interior planting island.
 - d. All interior parking aisles shall end in a landscape island.

5. Maximum contiguous areas for interior parking lot landscaping. In order to encourage the required landscape areas to be properly dispensed, no required landscape area shall be larger than the following:
 - a. 350 square feet in parking areas under 30,000 square feet.
 - b. 1,500 square feet in parking areas over 30,000 square feet.
6. Landscape areas larger than the above are permitted as long as the additional area is in excess of the required minimum, except that landscape areas larger than the maximum permitted may be allowed as required landscaping areas in those cases where significant natural vegetation exists.
7. Minimum plant materials. A minimum of one (1) tree for each 250 square feet or fraction thereof of required landscape or for each five (5) spaces of required parking or for each 161 square feet of island or peninsula, whichever is greater, shall be required. The remaining area of the required landscaped area shall be landscaped with shrubs or ground cover not to exceed two (2) feet in height, or grass.
8. Landscaping for service structures. All service structures shall be fully screened, except when located in a single-family, agriculture, or industrial zone or when located more than thirty-five (35) feet above the established grade. Service structures in an industrial zone shall be fully screened when located within 100 feet of any zone other than industrial. For the purposes of this article, service structures shall include propane tanks, dumpsters, air conditioning units and condensers, electrical transformers and other equipment or elements providing service to a building or a site.
 - a. Location of screening. A continuous planting, hedge, fence, wall, or earth mound shall enclose any service structure on all sides unless such structure must be frequently moved, in which case screening on all but one (1) side is required. The average height of the screening material shall be one (1) foot more than the height of the enclosed structure, but shall not be required to exceed eight (8) feet in height. Whenever a service structure is located next to a building wall, perimeter landscaping material, or vehicular use area landscaping material, such walls or screening material may fulfill the screening requirement for that side of the service structure if that wall or screening material is of an average height sufficient to meet the height requirement set out in this section. Whenever service structures are screened by plant material, such material may count towards the fulfillment of required interior or perimeter landscaping. No interior landscaping shall be required within an area screened for service structures.
 - b. Protection of screening material. Whenever screening material is placed around any trash disposal unit or waste collection unit that is emptied or removed mechanically on a regular basis, a fixed barrier to contain the placement of the container shall be provided within the screening material on those sides where there is such material. The barrier shall be at least eighteen (18) inches from the material and shall be of sufficient strength to prevent possible damage to the screening when the container is moved or emptied. The minimum front opening of the screening material shall be twelve (12) feet to allow service vehicles access to the container.
9. Interior landscaping for parking areas shall be installed and continuously maintained by the owner according to the requirements contained in Article XVII Part I and II.

10. Landscape material type and quality shall be described in detail in the Article XVII Part II of this ordinance.
11. Plan submission and approval. Whenever any property is affected by these parking area landscape requirements, the property owner or developer shall prepare a landscape plan for approval according to the requirements contained in the Article XVII, Part II of this ordinance.
12. Unnecessary paving or irregular paving plans are strongly discouraged and, if incorporated in a site plan, shall be subject to approval by the Zoning Administrator.
13. Alternative parking area landscaping design may be considered by the permitting officials in cases where unique topography and site constraints dictate such alternative. The innovative use of planting design and materials is encouraged and will be evaluated on the intent demonstrated to fulfill the stated objectives of this ordinance.

Section 5. Financial Security for Landscaping in Parking Facilities

1. A financial security in the form of a bond, an irrevocable letter of credit, or other security approved by the Town of Elkton shall be furnished in accordance with the requirements set forth in Article XVIII of this ordinance.