

## **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.

*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 Space.* A portion of the vehicle accommodation area set for the parking of one vehicle.

*Vehicle Accommodation Area.* That portion of a lot that is used by vehicles for access, circulation, parking, 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 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 permit-issuing authority is authorized to determine the parking requirements using this table as a guide.

5. Table of Minimum Parking Requirements

<b>USE</b>	<b>OFF-STREET PARKING REQUIREMENT</b>
<b>Residential</b>	
Single Family Detached Unit	2.0 spaces
Apartments	2.5 spaces
<u>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
<b>Non-Residential</b>	
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
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 sq. 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
Junkyard	1.0 space per 300 sq. ft. GFA office space
Laundromat/Dry Cleaners	1.0 per machine, minimum of 5.0 spaces
Library	1.0 space per 300 sq. ft. GFA
Marina	0.5 spaces per slip
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
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
Zoo	1.0 space per 2,000 sq. ft. of land area

**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

**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 permit-issuing authority 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.

**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 American 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 less than 18 feet or exceed 30 feet in width for two-way traffic, except that 10-foot-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.
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 intersections 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. Piping the water to a suitable outfall may be required.
8. Permanent storm water retention shall be provided for all off-street parking areas as required by the Town of Elkton.
9. 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 up to two (2) spaces is permitted.
10. Additional parking in residential zones: Provided the above parking (Subsection 9) 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>	<u>Side Street Side Yard Setback</u>
RP	15'	8'
R-1	15'	8'
R-2	10'	4'

11. 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.
12. 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.
13. 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" as used herein does not include off-street parking areas as otherwise required for the public or institutional uses listed above.
- 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.

#### **Section 7. Vehicle Accommodation Area Surfaces**

1. Vehicle accommodation areas including lanes for drive-in windows and parking areas shall be graded and surfaced with asphalt or concrete.
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.

#### **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. To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally ninety (90) percent vacant on weekends, another development that operates only on weekends could be credited with ninety (90) percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to fifty (50) percent of capacity on days other than Sunday, another development could make use of fifty (50) percent of the church lot's spaces on those other days.
3. 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.
4. 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, except that parking requirements for permitted accessory

retail and service uses in a hotel, motel, or motor lodge that contains fifty (50) or more dwelling units may be reduced by the following percentages:

- a. Retail sales, offices, service establishments, fifty (50) percent
  - b. Restaurants and dining rooms, seventy-five (75) percent
  - c. Ballrooms, banquet halls, meeting rooms, auditoriums, eighty (80) percent.
5. Off-street parking areas required for residential use shall not be included in any joint parking arrangement.

**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 not housed within any principal building. Satellite parking spaces intended for employee use may be located within any reasonable distance. No more than forty (40) percent of the total required spaces are to be located in satellite parking spaces.
3. The developer wishing to take advantage of the provisions of this section must present satisfactory written evidence that he has the permission of the owner or other person in charge of the satellite parking spaces to use such spaces. The developer must also sign an acknowledgement that the continuing validity of his permit depends upon his continuing ability to provide the requisite number of parking spaces.
4. All satellite parking spaces shall be located in the same zoning district as the structures or uses served or shall abut at least fifty (50) feet, either directly or across an alley, from the structure or uses served.
5. 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.
6. 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.
7. The satellite parking areas shall be subject to all requirements of this Ordinance concerning surfacing, lighting, drainage, landscaping, screening, and setbacks.

**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 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.

<b>Gross Leasable Area of Building</b>	<b>Number of Spaces*</b>
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. Location. Parking spaces for the physically handicapped shall be located as close as possible to ramps, walkways, entrances, and elevators. Where feasible, these parking spaces shall be located so that the physically handicapped are not forced to wheel or walk across main traffic lanes or behind parked cars to reach the ramps, and other facilities. The spaces shall be situated in those areas of the parking lots located nearest to each primary building entrance.
2. Each handicapped parking space shall comply with current American Disabilities Act standards.
3. Required Number of Spaces. The following number of parking spaces shall be reserved for the physically handicapped:

<u>Total Parking Spaces in Lot</u>	<u>Required Minimum Number</u>
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 % of Total
Over 1,000	20, plus 1 for each 100 over 1,000

- 4.** Identification. Parking spaces for the physically handicapped shall be identified by signs, generally located eight (8) feet above grade. The signs shall state that the space is reserved by law for the physically handicapped. Where these signs are placed flush against buildings or structures or in other locations not accessible to vehicular or pedestrian traffic, the height may be reduced to six (6) feet.
- 5.** Curbs.

  - a.** Where a curb exists between a parking lot and a sidewalk, a horizontally scored ramp or curb cut shall be provided for wheelchair access.
  - b.** The curb cut shall not be less than four (4) feet wide and shall have a grade of not more than one (1) foot in twelve (12) feet.
  - c.** Curb cuts shall be provided within thirty (30) feet of each accessible entrance to the structure, at all pedestrian walk intersections, and elsewhere to provide reasonably direct circulation within each development.
  - d.** The curb cuts shall not be more than one hundred fifty (150) feet apart.
- 6.** Sidewalks.

  - a.** Sidewalks shall be scored or textured to indicate the location of doors to blind persons.
  - b.** Exterior sidewalks shall not be obstructed.
  - c.** Exterior sidewalks shall have a side slope not greater than one (1) inch in four (4) feet. They shall be at least four (4) feet wide and have a grade of not more than (1) foot in twenty (20) feet.
  - d.** Wherever sidewalks cross driveways, parking lots, or other sidewalks, they shall blend to a common level.
- 7.** Storm Drains. Storm drain grates and similar devices shall not be located within the required access for the physically handicapped.
- 8.** Grade. The grade of parking spaces for the physically handicapped shall not be more than one (1) foot in twenty (20) feet.

## **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 permit-issuing authority 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 areas. 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. Reserved**