streets and driveways in such a manner as to interfere with driver vision. No lighting shall be of a yellow, red, green or blue beam or of a rotating, pulsating, beam or other intermittent frequency. The intensity of such light sources, light shielding, the direction and reflection of the lighting and similar characteristics shall be subject to the site plan approval by the approving authority. The objective of these specifications is to minimize undesirable off-site effects.

## 55-172. NATURAL FEATURES.

Natural features, such as trees, brooks, swamps, hilltops and views, shall be preserved whenever possible. On individual lots, care shall be taken to preserve selected trees to enhance soil stability and the landscape treatment of the area.

## 55-173. MINIMUM PARKING REQUIREMENTS. [Amended 8-17-98 by Ord. No. 1998-13; 8-17-98 by Ord. No. 1998-14; 6-5-00 by Ord. No. 2000-21; 2-18-02 by Ord. No. 2002-04; 5-7-12 by Ord. No. 2012-09]

A. The minimum parking requirements shall be defined in Appendix H, Schedule of Parking Requirements, attached hereto and adopted as part of this chapter. (Appendix H may be found at the end of this chapter.)

B. Miscellaneous criteria for calculating the amount of parking required. In computing the number of the above-required parking spaces, the following rules shall govern:

(1) Where fractional spaces result, the required number shall be construed to be the nearest whole number.

(2) Nothing in the above requirements shall be construed to prevent the joint use of off-street parking facilities by two (2) or more uses, provided

that the total of such spaces shall not be less than the sum of the requirements for various individual uses computed separately by the above requirement, with the exception of properties located within the Town Center and Commercial Core. The properties located within the TC-CPHD, TC-CN, TC-CV and CC-CPHD Overlay Zones shall have the option to provide shared parking in accordance with Section 55-173D(4) as stipulated herein.

(3) All required parking facilities shall be located on the same lot or parcel as the structure or use they shall serve. In the case of nonresidential uses, parking facilities may be provided on the other lots or parcels, but shall not be greater than three hundred (300) feet from the structure or use they shall serve.

(4) Where special traffic problems exist, the Planning Board may require a special survey of conditions at the applicant's cost and require entrances and exits in the parking lot to be altered to minimize congestion and hazard.

C. Where the required number of off-street parking spaces cannot be provided on site, the reviewing board may grant a waiver from the parking requirement with consideration given to whether or not acceptable alternate provisions can be made to accommodate the parking needs off site.

D. Parking requirements in the TC-CPHD, TC-CN, TC-CV and CC-CPHD Overlay Zones shall be provided as follows:

(1) Parking areas shall be located to the rear or side of the principal building. Parking areas shall not be located within the front setback between the front

of the building and the front property line unless it can be demonstrated to the satisfaction of the Planning Board Engineer that no alternative exists.

(2) Parking lots and/or associated driveways may abut and overlap property lines of other nonresidential uses, predicated upon establishing an appropriate access easement that clearly defines all associated maintenance responsibilities. Any such access agreement shall be subject to review by members of the Planning Board or Zoning Board of Adjustment and the review and approval of the Planning Board or Zoning Board of Adjustment Attorney and Engineer.

(3) A minimum four and one-half (4 1/2) foot high architectural wall of brick, stucco, or stone or a six (6) foot high decorative fence may be required as additional screening by the approving authority where a parking area abuts a residential use or is across the street from a residential use or where the on-site parking abuts a street line. Walls must be articulated to minimize the visual impact of excessive length, and the design of either a wall or decorative fence must be compatible with the architecture of the building or other architectural features of the site.

(4) Shared parking standards:

(a) The number of shared spaces for two (2) or more land uses shall be determined by the following procedure:

[1] Determine the minimum amount of parking required for each individual use, as set forth within Appendix H, Schedule of Parking Requirements, attached hereto and adopted as part of this chapter.

[2] Multiply the minimum parking required for each individual use by the appropriate percentage indicated in Table 1 below, for each of the six (6) time periods.

| Table I<br>Shared Parking Calculations | | | | | | |
|---|---|---|---|---|---|---|
| Land Use | Weekdays | | | Weekends | | |
| | Midnight – 7 AM | 7AM - 6PM | 6PM- Midnight | Midnight – 7 AM | 7AM- 6PM | 6PM- Midnight |
| Recreation / Entertainment | 10% | 55% | 85% | 10% | 80% | 100% |
| Education | 5% | 95% | 80% | 0% | 95% | 80% |
| Places of Worship | 5% | 10% | 5% | 5% | 100% | 50% |
| Retail Sales and Personal Services | 5% | 75% | 60% | 5% | 90% | 55% |
| Office / Warehouse/ Light Industry | 5% | 90% | 5% | 5% | 15% | 5% |
| Restaurants | 10% | 55% | 95% | 15% | 70% | 100% |
| Residential (Accessory Apartments) | 100% | 60% | 95% | 100% | 75% | 95% |
| Hotels | 90% | 60% | 100% | 90% | 60% | 100% |
| Theater | 0% | 50% | 95% | 0% | 60% | 100% |
| Public Assembly | 0% | 95% | 80% | 0% | 95% | 80% |
| Hospitals | 20% | 75% | 50% | 20% | 75% | 50% |
| Day Care Center | 0% | 52% | 5% | 0% | 0% | 0% |

[3] Add the resulting sums for each of the six (6) columns.

[4] The minimum parking requirement shall be the highest sum among the six (6) columns.

[5] Select the time period with the highest total parking requirement and use that total as the "calculated" shared parking requirement.

[6] Applicants requesting use of off-site shared parking, as a means of satisfying off-street parking requirements shall submit a shared parking analysis to the Board Engineer that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the Board Engineer. It must address, at a minimum, the spatial relationship between the use and the off-site parking location, the size and type of the proposed development, the composition of tenants, the combined parking demand of all uses that will be sharing the parking lot and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

[7] A shared parking plan will be enforced through written agreement among all owners of record. The owner of the shared parking area shall enter into a written developer's agreement with the Township with enforcement running to the Township providing that the land comprising the parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his heirs, successors, and assigns. An attested copy of the agreement between the

owners of record shall be submitted to the Board Engineer for review and recordation in a form established by the Township Attorney. Recordation of the agreement must take place before issuance of a building permit or certificate of occupancy for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided on site in accordance with the off-street parking schedules in this section. The written agreement shall be voided by the Township if other off-street facilities are provided in accord with these zoning regulations.

[8] Change in use. Where the uses subject to a shared parking agreement change, the Board Engineer or designee shall have the authority to require a revised shared parking study, a new shared parking agreement and that the Applicant appear before the applicable Board for a public hearing when the revised shared parking study indicates additional parking is required.

(b) A reduction in spaces can be made for shared parking if all of the items listed below are satisfied:

[1] Each parking space is usable by any visitor; that is, no restrictions have been placed on the use of the spaces.

[2] There has been a Cooperative Parking Agreement between the owners (or lessees) of the buildings participating in the shared parking.

[3] The reduction in parking is no greater than twenty percent (20%).

(c) Parking provided on same lot as principal building:

[1] Off-street parking spaces shall be located on the same lot as the main building to be served unless all shared parking requirements are met.

(d) Requirements for combined uses:

[1] The number of off-street parking spaces required by land or buildings used for two (2) or more purposes shall be the sum of the requirements for the various individual uses, unless in conformance with the shared parking requirements of this section.

## 55-174. MINIMUM LOADING REQUIREMENTS.

Adequate off-street loading and maneuvering space shall be provided for every retail or wholesale commercial and/or industrial use. The following standards shall be applied:

A. There shall be a minimum of one (1) space per retail or wholesale commercial and/or industrial use, except that where more than one (1) use shall be located in one (1) building or where multiple uses are designed as part of a shopping center or similar self-contained complex, the number of loading spaces shall be based on the

cumulative number of loading spaces based on the number of square feet within the building or complex, shall be dispersed throughout the site to best serve the individual uses, and shall have site plan approval.

B. There shall be a minimum of one (1) trash/garbage pickup location separate from the parking and loading areas and located either within or outside a building in steel-like, totally enclosed container(s) located and screened to be obscured from view from parking areas, streets and adjacent residential uses or residential zoning districts. If located within the building, the doorway(s) may serve both the loading and trash/garbage collection functions. If a container used for trash/garbage collection functions is located outside the building, it may be located adjacent to or within the general loading area(s), provided that the container(s) in no way interfere(s) with or restrict the loading and unloading functions.

C. Where any use is located on a tract of at least fifty (50) acres and no portion of a loading area, including maneuvering areas, is closer than two hundred (200) feet to any property line and where the length of the driveway connecting the loading area to the street is at least three hundred (300) feet, the number of off-street loading spaces may be less than the number required by the below schedule, provided that the applicant, as part of the site plan, shall document to the approving authority how the number of spaces to be provided will be adequate to meet the needs of the specific use proposed.

D. *Required Number of Off-street Loading Spaces.* The required number of off-street loading spaces shall be as follows:

(1) School: one (1) loading space.

(2) Hospital with a gross floor area under ten thousand (10,000) square feet: one (1) loading space; from ten