

2. In all areas, the Planning Commission should be authorized to permit the construction of less parking than required, provided that the applicant demonstrates that parking demand is less than required, that space is available and reserved on the site to permit construction of parking in compliance with the requirement, and that the applicant commits to constructing such parking when required by the Planning Commission. This authority would be exercised consistent with the provisions of Section 1349.01(e) of the Zoning Code.
  3. Requests by developer for construction of more parking than required would require an application to the Planning Commission with justification from the developer regarding past practices, industry standards and experience.
  4. Parking areas are encouraged to be designed in other than just a rectilinear manner.
  5. Fifty percent (50%) of all handicap accessible parking should be located so that users do not have to cross lanes of traffic on-site. The remaining fifty percent (50%) of handicap accessible parking should be located in close proximity to the entrance of the structure.
- B. Parking lot access.
1. Parking lots shall only be accessed from approved public or private streets.
  2. All parking lots shall be established with approved easements providing for cross traffic from abutting properties.
  3. Joint curb cuts shall be strongly encouraged to reduce points of traffic conflict on public and private streets. Alternatively a developer must demonstrate why they cannot do this.
  4. Where access to a major thoroughfare or high traffic street or roadway is the only feasible access at the time of construction, such access may be approved as temporary access provided that the parking and drives are designed for adaptation to a planned future street or common drive, and that the property is deed restricted (or guaranteed by bond) to require that the temporary access will be removed when the planned access becomes available.
  5. Access drives and service drives may be located in the front setbacks, provided they do not exceed 16 feet in width and are not closer than 20 feet to the right-of-way. Any access or service drive located in the front setback shall be screened with a continuous double hedge (shrubs arranged in triangular spacing) maintained at a height of 3-4 feet. Loading areas, storage areas, service windows, and similar facilities must be located on the side or rear of the building.
  6. All paved vehicular areas, including but not limited to access drives and parking areas, shall be edged with concrete curbs.
- C. Parking lot landscaping.
1. Parking lot visible to the public street: 1 tree per 30 feet of exposed side; 1 evergreen shrub (minimum 3 feet in height at time of planting) per 3 feet of exposed side. The Planning Commission may approve an alternative perimeter landscape plan which incorporates a combination of trees, shrubs, earth mounds, fences, or walls.