

BOARD OF ZONING APPEALS
Agenda
Cape Charles Civic Center - 500 Tazewell Avenue
January 5, 2017
10:00 A.M.

- 1. Call to Order; Roll Call**
- 2. Public Hearing**
 - A. Hear public comment on proposed variance for relief from off-street parking standard – Lot 83A3-1-534\1 Fig Street (Kellogg Building)
 - B. Close public hearing
- 3. Invocation and Pledge of Allegiance**
- 4. Public Comments**
- 5. Consent Agenda**
 - A. Approval of Agenda Format
 - B. Approval of Minutes of December 5, 2016 Meeting
- 6. New Business**
 - A. Variance application – Lot 83A3-1-534\1 Fig Street (Kellogg Building) parking standard relief
- 7. Adjourn**



DRAFT
Board of Zoning Appeals
Public Hearing & Meeting
Cape Charles Civic Center
December 5, 2016
10:00 a.m.

At approximately 10:00 a.m. in the Cape Charles Civic Center, Vice Chairman Jay Wiegner called to order the Board of Zoning Appeals Public Hearing and Meeting. In attendance were Board members Diane D'Amico, Bill Murphy, Kevin Hoffman and Pete Bauman. Also present were Town Planner Larry DiRe and Assistant Town Clerk Tracy Outten. Applicants of Lot 19, Eyre Baldwin, Dan Brown and Renee Rice of Southport Investors, LLC were in attendance.

Jay Wiegner led the Board in the recitation of the Pledge of Allegiance.

PUBLIC COMMENTS

- A. *Hear public comment on proposed variance*
There were no public comments to be heard.
- B. *Close public hearing*
Jay Wiegner closed the public hearing.

CONSENT AGENDA

Motion made by Jay Wiegner, seconded by Bill Murphy, to accept the agenda format as presented. The motion was approved by unanimous consent.

The Board reviewed the minutes from the July 25, 2016 Public Hearing and Meeting.

Motion made by Bill Murphy, seconded by Kevin Hoffman, to approve the minutes from the July 25, 2016 Public Hearing and Meeting as presented. The motion was approved by unanimous consent.

NEW BUSINESS

- A. *Variance Application – 1011 Bayshore Road (Lot 83A3-A-19) minimum lot size relief request*
Jay Wiegner reviewed the application. The board members had a brief discussion and no concerns were expressed.

Motion made by Pete Bauman, seconded by Kevin Hoffman, to approve the variance application for 1011 Bayshore Road (Lot 83A3-A-19). The motion was approved by unanimous consent.

- B. *Update downtown parking plan*
Bob Panek updated the BZA members on the downtown parking plan.

Motion made by Pete Baumann, seconded by Kevin Hoffman, to adjourn the Board of Zoning Appeals Meeting. The motion was approved by unanimous consent.

Vice Chairman Jay Wiegner

Assistant Town Clerk

Board of Zoning Appeals Staff Report

From: Larry DiRe 
Date: January 5, 2017
Item: 6A - Variance Application – Tax map lot # 83A3-1-534\1 Fig Street (Kellogg Building)
Attachments: Application with narrative, general vicinity lot map and building photos; zoning map area; Zoning Ordinance *Article IV Section 4.5. and 4.5.1*

Background

Staff received an application for variance from the off-street parking requirements for a commercial property at 1 Fig Street, in the Commercial – 2 District. That parcel is smaller in area than the conforming lots in the Commercial – 2 District (approximately 6,183 square feet compared to the 9,000 square feet minimum required by *Article III, Section 3.7.E*). The property is a corner lot and the building is listed as a contributing structure to the Town's Historic District. There is no on-street parking on Fig Street per *Article IV, Section 42-65* of the Cape Charles Town Code.

The Commercial – 2 District incorporates all the permitted uses in the Commercial – 1 District, as well as nursing/retirement homes. Residential units above first floor commercial are allowed as conditional use, just as in the Commercial – 1 District. Unlike the Commercial – 1 District, where first floor commercial uses are exempt from the off-street parking requirements (*Article III, Section 3.6.G.3* and *Article IV, Section 4.5.B*), all permitted and conditional uses in the Commercial – 2 District must conform to those requirements. According to *Article III, Section 3.7.A* Statement of Intent: *“The intent of this zoning district is to recognize the existing commercial areas which are less densely developed than the C-1 District and to encourage compatible commercial uses and density. This area generally has been developed with larger lots and larger individual buildings.”* As the attached vicinity map shows, lots on the east side of Fig Street south of Randolph Avenue are large. The majority (31 of 34) of the lots in the Commercial – 2 District are of typical size found in the Residential – 1 and Commercial – 1 Districts. Several of the Commercial – 2 District lots can meet the zoning intent since they are vacant and can be assembled into larger areas for development of large footprint buildings. The applicant's parcel abuts a Commercial – 2 lot to the west (owned by another party), but the intent of the zoning ordinance is to permit development on the lot of record and not presume that a property owner will have to purchase and assemble other parcels before proceeding with permitted or approved conditional use.

Application Specifics

The applicant is seeking relief from a strict application of the off-street parking requirements. Those requirements are based on the “nature of use” for commercial. The property is zoned commercial, and the applicant proposes restaurant use which is a

permitted use. The applicant is seeking relief from the requirements of *Article IV, Section 4.5.1.H*. That section states the following:

“Section 4.5.1 Table of Parking Standards”

Nature of Use Parking Standards

H. Restaurant

1. *Standard (no drive in) 1.0 space per 100 sf GFA*
2. *Carry out 1.0 space per 100 sf GFA*
3. *Fast food (no drive in) 1.0 space per 100 sf GFA*
4. *Drive in 1.0 space per 65 sf GFA*
5. *Delivery only/catering 1.0 space per employee and 1.0 space per each delivery vehicle*

Article IV, Section 4.5.F.2.a defines the parking stalls and aisles required dimensions. This section distinguishes between “normal” stalls and stalls for compact cars. For analysis of this application, only dimensions for “normal” parking stalls is being considered. According to this section: “A required off-street parking space shall include a rectangular area with a length of at least 18 feet and a width of at least 9 feet, exclusive of access drives or aisles, ramps, columns, or office or work parking area.” An aisle for perpendicular parking shall not be less than eighteen-feet in width. Landscaping area is required, but for the sake of simplicity has been removed from this spatial analysis. A parking lot area accommodating five non-compact vehicles would be a minimum of forty-five feet in width and eighteen feet in length. Resulting in an area of eight-hundred and ten square feet for vehicle stalls. An equal-sized area would be necessary to accommodate a traffic aisle to enter and exit the parking stalls, and so would add an additional eight-hundred and ten square feet. The resulting parking lot area for five vehicle stalls is one-thousand six-hundred and twenty square feet, or twenty-six point two percent of the entire parcel area.

Restaurant use requires the highest off-street parking densities, according to the Table of Parking Standards. Other commercial uses at this property would require anywhere from fifteen parking spaces for three-thousand square feet of all retail use, to ten parking spaces for first floor instructional school (ten students and two instructors) and eight-hundred square feet of upstairs office space. These examples represent permitted uses in the Commercial – 2 District that exceed any available on-site parking lot area at this particular parcel. Any specific nature of use and the corresponding off-street parking density are not at issue in this application. Rather the footprint of the existing building and the availability of parking lot space on this particular parcel compared to the Table of Parking Standards in general are the core of this variance application. Given the size of the building footprint, and the remaining limited on-site area available to meet the off-street parking lot area requirements, a property owner would have to substantially under-utilize the building’s commercial capacity to meet the requirements.

Variance Criteria

Article II, Section 2.9 of the Zoning Ordinance states the following definition of variance:

“the permission to depart from the literal requirements of this zoning ordinance. A variance is a relaxation of the terms of this chapter where such variance will not be contrary to the public interest and where owing to conditions peculiar to the property and not the result of the action of the applicant, a literal enforcement of this ordinance would result in unnecessary and undue hardship. As used in this ordinance, a variance is authorized only for height, area, size of structure, or size of yards and open spaces. Establishments or expansions of a use otherwise prohibited shall not be allowed by a variance, nor shall a variance be granted because of the presence (or existence) of non-conformities in the zoning district or adjoining districts.”

Article II, Section 2.6.2 B of the Zoning Ordinance states the following guidance in determining the basis for variance:

“When a property owner can show that his property was acquired in good faith and where by reason of the exceptional narrowness, shallowness, size, or shape of specific piece of property at the time of the adoption of this ordinance, or where by reason of exceptional topographical conditions or other extraordinary situation or condition of such piece of property, or of the condition, situation, or development of property immediately adjacent thereto, the strict application of the terms of this ordinance would effectively prohibit or unreasonably restrict the utilization of the property or where the board is satisfied, upon the evidence heard by it, that the granting of such variance will alleviate a clearly demonstrated hardship approaching confiscation, as distinguished from a special privilege or convenience sought by the applicant. All variances shall be in harmony with the intended spirit and purpose of the ordinance.”

Article II, Section 2.6.2 B of the Zoning Ordinance provides the following guidance in determining the need to grant variances:

“No such variance shall be authorized by the board unless it finds all of the following conditions exist:

- 1. That the strict application of the ordinance would produce undue hardship.*
- 2. That such hardship is not shared generally by other properties in the same zoning district and the same vicinity*
- 3. That the authorization of such variance will not be of substantial detriment to adjacent property and that the character of the district will not be changed by the granting of the variance.”*

Recommendation

Staff finds that the conditions of Article II, Section 2.6.2.B are met to a sufficient degree that the applicant has a land use burden requiring relief through a variance. The parcel's size and the footprint of the existing building make it impossible for the lot to hold a conforming size parking lot that reasonably accommodates a commercial use permitted in the Commercial – 2 District zoning ordinance. Only if the property owner utilizes a substantially reduced portion of the commercial area within the footprint of the building, and leaves the remaining space unused, can the off-street parking requirement be met.

Such limited usage works against the property right to use a building for its highest and best use. Especially when the Town's governing board has endorsed such uses through adopting the enumerated list of permitted uses found in the zoning ordinance. Either this lot should be zoned Commercial – 1 to enjoy the off-street parking exemption found in that district, or the Commercial – 2 District language should be amended to have only permitted uses that recognize the existing lot area sizes in the District. Currently there is a disconnect on that matter, and that disconnect is no fault or doing of the property owner. That being so, staff recommends a variance granting full relief from off-street parking requirements.

The Board of Zoning Appeals will determine if all three of the conditions outlined in *Article II Section 2.6.2 B* of the Zoning Ordinance exist, and if so, the Board of Zoning Appeals should issue an off-street parking requirement variance.



Application for Zoning Variance

Town of Cape Charles
Planning & Zoning
2 Plum Street
Cape Charles, VA 23310
757-331-2036 Fax 757-331-4820
planner@capecharles.org

Date 11/28/16 Permit No. _____
Applicant Chad Petras Signature Chad Petras Fee: \$250.00
Address 11331 Hotze St. Acton, IN 46259
Phone 812-391-9181 Email chadandbev@outlook.com

Owner Greg and Laura Lohse
Address _____

Contractor TBD
Address _____
Town License No. _____ State License No. _____

Location of Improvement 3 Fig St Cape Charles, VA 23314
Lot No. 85A5-1-534 Block No. _____ Lot Size 6183 Lot Area 6183
Type of Improvement Electric, HVAC, Plumbing, Commercial Kitchen
Proposed Use Restaurant
Estimated Construction Costs TBD

Dimension of Structure or Improvement Width _____ Length _____ Height _____
Total Square Footage Please see attachment

Structure or Improvement will be setback
 From front property line From side property line
 From rear property line From side property line on corner lot

The footprint of building will not change and is a zero lot line building.
Town Water Permit _____ Town Sewer Permit _____

Certification of Applicant

I hereby certify that I have the authority to make the foregoing application, that the information given is true and correct, and that the construction or improvements will conform to the regulations in the Virginia Statewide Building Code, all pertinent Town Ordinances, including fire, sewer and water ordinances, and that the changes to the improvement before or during construction will be provided to the Zoning Administrator and Building Code Official before such changes are constructed.

Signature of Owner/Agent Chad Petras

Building Permit

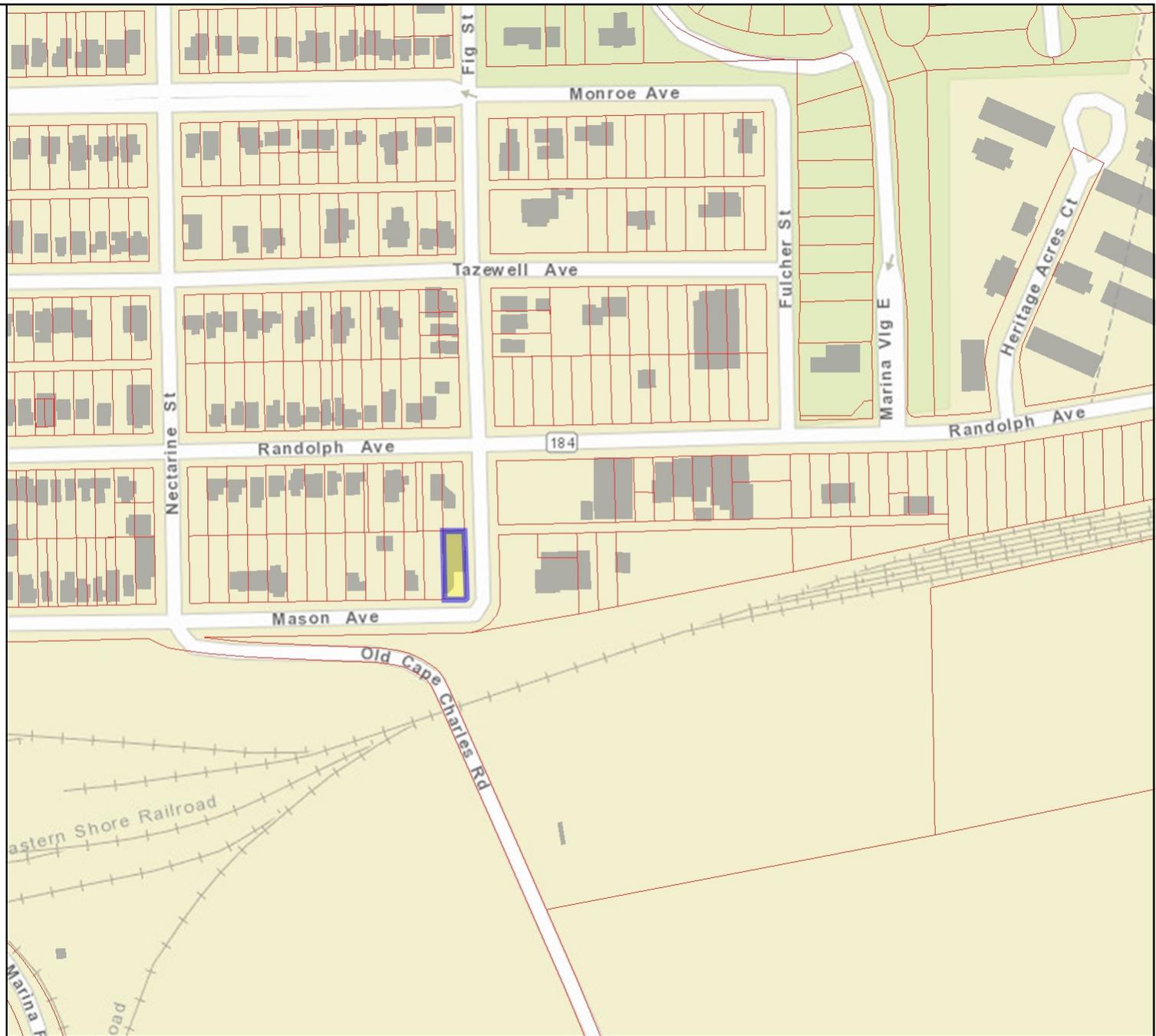
Issuance of the Zoning Variance in itself does not permit the applicant, owner or contractor to proceed with the improvements noted above. Improvements can proceed only after issuance of a building permit from the Cape Charles Building Official who can be reached at 757-331-2176 or codeofficial@capecharles.org.

Date Approved _____ Date Denied _____
Zoning Administrator _____

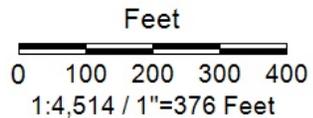
Northampton County, Virginia

Legend

- Road Labels
- Parcels
- Building Footprints



Map Printed from Northampton
<http://northampton.mapsdirect.net/>



Title: Parcels

Date: 12/19/2016

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and Northampton County is not responsible for its accuracy or how current it may be.





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1. Required open spaces shall be landscaped in accordance with a landscape plan to be submitted with the site plan and approved by the Zoning Administrator.
2. Screening shall be provided along the common side and rear lot lines of every commercial and industrial district that abuts a residential use or zone. Such screening shall include either fencing or shrubs and trees that provide a six feet in height barrier to visual observation. Screening shall be shown on the landscape plan submitted.
3. Parking lots. There shall be a landscaped open space within the perimeter of the parking areas in the minimum amount of two square feet per parking space. At least one tree shall be planted for each forty square feet of landscaped area.

D. Multi-Family Developments and Mobile Home Parks

1. Screening may be required for multi-family developments and mobile home parks that abut single-family districts or uses.
2. Parking areas may require landscaping and screening in multi-family and mobile home parks. Where required, other provisions of this ordinance shall apply.

E. Exterior Lighting

1. All exterior lighting shall be arranged and installed so that the direct or reflected illumination does not exceed (0.5) foot candles above the background measured at the lot line of any adjoining parcel.
2. Lighting standards shall be of a directional type capable of shielding the light source from direct view from any adjoining parcel.
3. All lighting shall comply with Dark Sky standards.

Section 4.5 Parking Requirements

Except as otherwise provided in this ordinance, wherever a zoning or conditional use permit is required under this ordinance, the development shall meet the standards set out in this section which include but are not limited to providing adequate off-street parking and loading spaces.

- A. **Parking Spaces Required.** Except as otherwise provided by this ordinance, every development or change of use shall provide a sufficient number of off-street parking spaces to accommodate the number of vehicles that are likely to be attracted to the development during the peak hour of a typical weekday or weekend, whichever is greater. In calculating the number of parking spaces needed, the number of spaces established for uses as set up in this Article, Table of Parking Standards, is presumed to be sufficient; however, the permit-issuing authority may, where appropriate, establish a different number of spaces by calculating such as need from the appropriate methodology set out in the most recent version of the Institute of Transportation Engineers (ITE) Reference Manual entitled "Parking Generation" or where that methodology is inadequate or inappropriate, from studies in the town and/or similar-sized towns and communities.
- B. New in-fill structures or change of use projects on the first floor of structures in Commercial District C-1 shall be exempt from complying with the exact requirement of Section 4.5.A (Parking Spaces Required), Section 4.6 (Loading and Unloading), and Section 4.8 (Table of Parking Standards). Owners are encouraged to provide off-street

or remote parking for themselves, employees, and loading facilities where possible (i.e., alleys to back yard areas). Owners shall evaluate existing parking and access and submit proposed plan to Town. Projects will be evaluated on a case-by-case basis. New or change of use second and third floor units shall be required to conform to parking requirements as set forth herein.

C. Reading the Table of Parking Standards. When a determination of the number of parking spaces required by this table results in a requirement of a fraction of a space, any fraction shall be counted as one parking space.

D. Adjustments--Satellite Parking

1. General. If the number of off-street parking spaces required by this Article 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.
2. Location. Off-street parking, other than those intended for employees' use, shall be located within 600 feet of a public entrance of a principal building housing the use associated with such parking.
3. Condition. Property owners who obtain satellite parking in accordance with this section shall not be held accountable for ensuring that the satellite parking areas from which they obtain their spaces satisfy the design requirements of this ordinance. This means that the person owning the lot on which the satellite parking is being provided must secure a zoning or conditional use permit for the use and must meet the requirements of this ordinance. A developer desirous of taking advantage of the provisions for satellite parking must present satisfactory written evidence that he has the permission of the owner or the person in charge of the lot or parcel to use such space.

E. Adjustments--Shared Parking

One parking area may contain required spaces for several different uses, but except as provided below, the required space assignment to one use may not be credited to any other use. The extent that developments wish to make joint use of the same parking spaces operated at different times, the same space may be credited to both uses. In determining the parking requirements where the uses intend to share parking, the permit-issuing authority will establish the peak hourly demand by calculating such a need from appropriate methodology set out in the most recent version of ITE Reference Manual entitled "Parking Generation," or where that methodology is inadequate from studies done in the town or similar towns and communities. Persons intending to take advantage of this provision are required to demonstrate that an enforceable agreement exists between two parties who intend to share parking.

F. General Design of Parking Areas

1. Vehicular accommodation area
 - a. Safety in relation to streets. Every off-street vehicular accommodation area shall be designed so it has access to a public street without impeding vehicular movement in that street. Vehicle accommodation areas, other than for single-family dwellings and duplexes on local or

- minor streets, shall be designed so that vehicles exit such areas without backing onto a public street.
- b. Pedestrian safety. Vehicular accommodation areas shall be designed so that vehicles can proceed without posing a significant danger to pedestrians or other vehicles. The permit-issuing authority may allow driveways handling two-way traffic to be built to one-way traffic standards where aisles will be less than sixty feet in length and where the number of parking spaces served will be fewer than five spaces.
 - c. Drainage. Except where the authority determines that adequate capacity in the storm drainage system to which the site is draining exists and is willing to accept the increase volume in runoff, no vehicle accommodation area shall be constructed in such a manner that a significant volume of surface water from the lot will be drained onto the public street or buildings. No vehicle accommodation area shall be constructed in such manner that will increase the quantity or decrease the quality of the runoff to adjacent lots.
 - d. Lighting. Adequate lighting shall be provided for vehicle accommodation areas that are used at night. Parking lights shall not exceed 18 feet in height. Lighting shall not interfere with the use of nearby properties or the safe use of public streets. All lighting is to be compliant with Dark Sky lighting standards.
 - e. Landscaping. All vehicle accommodation areas shall be landscaped. Said landscaping shall be in compliance with all other requirements of this ordinance.
 - i. The primary landscaping material used in parking areas shall be trees which provide shade or are capable of providing shade at maturity.
 - ii. Landscaping areas shall be reasonably dispersed throughout, located so as to divide and break up the expanse of paving. The area designated as required setbacks shall not be calculated as required landscaping area.
 - f. Screening. Plantings which meet the standards for screening of this ordinance will be used to screen vehicle accommodation areas other than those serving single-family and duplex dwellings from an adjacent residential district or use. Fencing may be substituted for plantings with the approval of the Zoning Administrator.
 - g. Reductions for protecting trees. The minimum number of spaces required may be reduced where the permit-issuing authority has determined that the reductions are necessary to preserve a healthy tree or trees with a three-inch or greater diameter from being damaged or removed and where the site plan provides for the retention of said tree or trees.
 - h. Handicapped spaces. Any use shall be required to provide handicapped spaces in accordance with the provisions of the Americans with Disabilities Act. All handicapped spaces shall be identified by appropriate restrictive signing and markings.
 - i. Compact spaces. In parking areas containing ten or more spaces, up to 35 percent of the required parking spaces may be set aside for the exclusive use of compact cars (being defined as cars 100 inches or less). Compact car spaces must be clearly marked and designated as such.

- j. Bicycle racks and motorcycle pads. The number of spaces required by this section may be reduced by one space for each bicycle rack for five or more bicycles and each motorcycle pad for two or more motorcycles which are provided up to a total of 5 percent of the number of spaces.
 - k. Marking and maintenance. Parking stalls in paved areas shall be marked as such. Vehicular accommodation areas shall be properly maintained in all respects. Without limiting the foregoing, landscaping shall be kept healthy and well maintained, surfaces shall be free of potholes, and lines marking spaces shall be distinct and clear.
 - l. Vehicles in working condition. All off-street parking facilities shall be used solely for the parking of vehicles in operating condition. No motor vehicle repair work, except for emergencies, no storage of merchandise, and no motor vehicle parked for the sole purpose of sale shall be permitted in any required vehicle accommodation area.
2. Parking stalls and aisle dimensions
- a. Normal. A required off-street parking space shall include a rectangular area with a length of at least 18 feet and a width of at least 9 feet, exclusive of access drives or aisles, ramps, columns, or office or work parking area. Such space shall have a vertical clearance of at least 6½ feet. Aisles shall not be less than 18 feet for 90° parking nor less than 13 feet for 45° parking. Angles shall be measured between centerline of the parking space and centerline of the aisle. For parallel parking, the length of the space shall be increased an additional two feet and the width increased by one foot.
 - b. Compact. A compact car parking space shall have a minimum length of 16 feet and a minimum width of 8½ feet.
3. Surfacing
- a. Paved parking areas. All paved parking areas shall meet the following requirements:
 - i. a minimum depth of six inches of number 21A aggregate base and a minimum of one and one half inches of asphalt; or
 - ii. six inches of concrete on appropriate base; or
 - iii. four inches of brick or porous paving block on four inches of number 21A aggregate base.
 - iv. Land development shall minimize impervious cover to promote infiltration of storm water into the ground consistent with the use or the development permitted.
 - (a) Grid and modular pavements may be used for any required parking area, alley, or other low traffic driveway unless otherwise approved by the Zoning Administrator.
4. Standards for non-paved areas. Whenever a vehicle accommodation area is exempt from the paved parking requirements, the permit-issuing authority:
- a. may require that landscaped aisles or special separations be provided every three or more spaces where it finds it is desirable to ensure that the parking stalls will be readily identifiable to the users, and
 - b. may require that the perimeter of the accommodation area, encompassing but not limited to the unpaved parking stalls and the side of any unpaved drive or aisle leading to said stalls, be rimmed or edged with landscape timbers, railroad ties, brick, or curbing of adequate size

where it finds that it is desirable to prevent erosion or the washing away of the parking area.

5. Porous paving materials may be used. The permit-issuing authority may require that porous paving materials be substituted for other surfaces in any portion of an accommodation area where it finds it is necessary to protect the root system of a tree or trees from damage.

Section 4.5.1 Table of Parking Standards

<u>Nature of Use</u>	<u>Parking Standards</u>
A. Park and Open Space:	
1. Park and playground	as determined by authority
2. Golf course	36.0 spaces per 18-hole course plus 1 space per employee
3. Accessory building	as determined by authority
B. Agricultural	
1. Agricultural, as defined	1.0 space per employee
C. Residential	
1. Single-family dwelling	2.0 spaces per dwelling unit
2. Two-family dwelling	2.0 spaces per dwelling unit
3. Townhouse	2.0 spaces per dwelling unit
4. Multi-family dwelling	1.0 space per one bedroom dwelling unit; otherwise 2.0 spaces per dwelling unit
5. Mobile home	2.0 spaces per dwelling unit
D. Care Facility/Institutional	
1. Library	1.0 space per 300 sf GFA (Gross Floor Area)
2. Museum	1.0 space per 300 sf GFA
3. School	
a. Nursery	1.0 space per employee
b. Elementary	1.0 space per employee
c. Middle	1.0 space per employee
d. Junior	1.0 space per employee
e. Other	.25 space per student plus 1.0 space per employee
4. Instructional school	.5 space per student plus 1.0 space per employee
5. Church	
a. Parish house; Educational/ Social annex	.25 space per seat
b. Place of Worship	.25 space per seat
6. Hospital	2.0 spaces per bed

7.	Cemetery	20 spaces per chapel or .25 space per seat
8.	Funeral home	20 spaces per chapel or .25 space per seat, whichever is greater
E. Residential/Commercial		
1.	Home occupation Standards	see Section 4.8.C Residential
2.	Bed and breakfast	1.0 space per bedroom plus 1.0 space per owner/resident (see Section 3.2.C 4 c)
3.	Rooming house	1.0 space per bedroom plus 1.0 space per employee
4.	Boarding house	1.0 space per bedroom plus 1.0 space per employee
5.	Hotel and motel	1.0 space per bedroom plus 1.0 space per employee
F. Offices		
1.	Office	
	a. Professional	1.0 space per 300 sf GFA
	b. Other	1.0 space per 300 sf GFA
2.	Principal Office/Medical	
	a. Physician	1.0 space per 200 sf GFA
	b. Surgeon	1.0 space per 200 sf GFA
	c. Dentist	1.0 space per 200 sf GFA
3.	Bank	
	a. Standard	1.0 space per 200 sf GFA
	b. Drive-in	1.0 space per 200 sf GFA (stacking as per Section 4.5.B)
4.	Real estate	1.0 space per 250 sf GFA
G.	Retail	1.0 space per 200 sf GFA
H.	Restaurant	
	1. Standard (no drive in)	1.0 space per 100 sf GFA
	2. Carry out	1.0 space per 100 sf GFA
	3. Fast food (no drive in)	1.0 space per 100 sf GFA
	4. Drive in	1.0 space per 65 sf GFA
	5. Delivery only/catering	1.0 space per employee and 1.0 space per each delivery vehicle
I.	Service/General	1.0 space per 275 sf GFA
J.	Entertainment	

- | | | |
|------|--|--|
| 1. | Private club | 1.0 space per 3 seats |
| 2. | Club and lodge | 1.0 space per 3 seats |
| 3. | Auditorium/assembly hall | 1.0 space per 3 seats |
| 4. | Theater | 1.0 space per 3 seats |
| 5. | Commercial recreation/entertainment | 1.0 space per 3 seats |
| 6. | Recreation facility | 1.0 space per 3 seats |
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 | | |
| K. | Service/Manufacturing | |
| 1. | Sign printing shop | 1.0 space per 400 sf GFA |
| 2. | Upholstery shop | 1.0 space per 400 sf GFA |
| 3. | Cabinet and furniture | 1.0 space per 400 sf GFA |
| 4. | Printing/publishing | 1.0 space per 400 sf GFA |
| 5. | Blacksmith shop | 1.0 space per 400 sf GFA |
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| L. | Motor Vehicles | |
| 1. | Convenience store | 1.0 space per 200 sf GFA |
| 2. | Auto service station | 2.0 spaces per service island
plus 1.0 space per employee |
| 3. | Car wash | 3.0 spaces per washing bay |
| 4. | Auto/trailer sales | 3.0 spaces per employee |
| 5. | Automobile service | 1.0 spaces per employee plus
4.0 spaces per bay |
|
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| M. | Wholesale | |
| 1. | Nursery | 1.0 space per 400 sf GFA |
| 2. | Machinery | |
| a. | Sales | 1.0 space per 500 sf GFA |
| b. | Service | 3.0 spaces per service bay plus 2 |
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 | | |
| N. | Utilities | |
| 1. | Transportation | 1.0 space per 200 sf GFA |
| 2. | Public utilities and service | 2.0 spaces per employee |
| 3. | Public utility generating, booster, or
relay stations, transmission lines and
tower, for maintenance of public
utilities, including railroads and facilities
and water and sewerage facilities | 1.0 space per 1,500 sf GFA plus
1.0 space per employee |
|
 | | |
| O. | Storage: | |
| 1. | Monumental stone works | 1.0 space per 1,500 sf GFA |
| 2. | Coal, wood yards, lumber yards,
feed and seed | 1.0 space per 1,500 sf GFA |
| 3. | Frozen food locker | 1.0 space per 1,500 sf GFA |

P. Manufacturing

1. Manufacturing 1.0 space per 500 sf GFA

Q. Storage and Stacking Spaces Required. Whenever a use involves the storage or stacking of vehicles awaiting service, the development shall also provide a sufficient number of storage spaces or adequately sized stacking lanes to accommodate the peak hourly demand for the peak day in a typical week for said storage. The following uses are presumed to require the following number of storage spaces or stacking area:

Typical Use--uses with a drive-in window including but not limited to banks and drive-in restaurants.

Space Required--lanes sufficient to stack six automobiles per window including, in the event of a staged drive-in, three automobiles beyond the stage farthest from the window without interfering with the use of the adjacent road or street.

Type Use--Vehicle repair uses including but not limited to enclosed auto repair and boat and trailer repair.

Space Required--four spaces per service bay or repair area.

Any stacking lane or storage space shall be required to be surfaced to the same standards as the paved parking area with which it is associated.

Section 4.6 Loading and Unloading

A. Loading and Unloading Areas Required. 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 shall be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner. This section also pertains to uses that generate a need for consumer pick up.

B. Number of Loading Spaces Required. The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are anticipated to use this area. The following indicates the number and size of spaces that are presumed to satisfy this requirement; however, the permit-issuing authority may require more or less loading and unloading area where it finds that such an area is more appropriate for the development.

Uses which normally handle large quantities of goods including but not limited to the following categories:

- Schools
- Churches
- Care facilities
- Hospitals
- Retail sales
- Wholesale sales