

**Athens City Planning Commission
Minutes of Regular Meeting
Thursday, July 1, 2021, 12:00 p.m.**

The regular meeting of the Athens City Planning Commission was held in City Council Chambers, third floor of City Hall, on July 1, 2021.

Attendees: Chris Fahl, Robert Delach

1. Call to Order

Steve Patterson called the regular meeting of the Planning Commission to order at 12:09 p.m. and administered the oath to those in attendance wishing to speak before the commission. Quorum was established.

PLANNING COMMISSION MEMBERS:

Steve Patterson, Chair	Present
Nancy Bain, Vice Chair	Present
John Kotowski	Present
Austin Phillips	Absent
Tom Pyle, Interim Service-Safety Director	Present

STAFF:

Paul Logue, City Planner	Absent
David Riggs, Code Enforcement Director	Present

2. Cases

None

3. Communications

City Council Resolution R-10-21: Request to consider amending Athens City Code Title 23, Zoning Code, Off-Street Parking, and Table B, Off-Street Parking Requirements

Chris Fahl/City Council Representative 4th Ward

- The city has been working on updating various parking regulations for several years including the 72-hour permit system, parking lots, parking garage, and uptown parking hours.
- Off street parking is the last piece of the puzzle. Addressing off street parking is in the Comprehensive Plan as well.
- Chris Fahl read from a prepared statement (attached for reference), reviewed the resolution, and highlighted some of the suggested zoning code changes (resolution attached for reference).

Discussion

- John K.: Regarding the first exception listed under 23.08.06. EXCEPTIONS (the minimum number of required parking spaces may be reduced to zero when the site is located 1500 feet

or less from a Public Transit service), is there any area in the city that *wouldn't* be within 1500 feet of a transit line? That is ¼ mile of either side, does that really need to be included?

- Chris F.: Paul Logue mapped it out. This looks at the in-filling and allows for flexibility for development projects, like aging in place, to occur.
- Tom P.: 1500 feet within an APT bus stop?
 - Chris Fahl: a service line. 1500 feet represents “walkable parking” where people are willing to live farther back if they want parking. The priority is for people movement, not car movement.
- Nancy Bain’s comments and *Chris Fahl’s responses in italics* follow.
 - There are parts of the city with no on-street parking which is concerning. AORTA used to come up to her neighborhood but no public transit comes up anymore.
 - *What the transit oriented district represents is pushing how we want to develop. If a student wants to bring a car to OU, it is up to student to find parking.*
 - In the real world the problem of students wanting to bring cars is not easily solved. The fairgrounds are an ideal option. She often sees a lot of students commuting in one car. Using gravel for spaces is a bad idea, there should be an apron between the gravel and the street so that gravel doesn’t go out into the street.
 - *They want to get rid of the gravel. The way it is written, it is more up to the Code Director.*
 - Green bricks are a possibility. A bit concerned about some of the things that may apply to single family houses, like right-of-way and set-backs. How does it work for renting spaces, like the recent case when the GTE building was being renovated?
 - *Right-of-way and set back won't be changed. Private lots will still remain a private lot. The trend shows that there are fewer cars and people are sharing cars more. Athens is late to the game. We are emphasizing the idea that development is more inclusive and economically just. Donkey rents spots. If the requirement for the empty Follett's building is 40 spots, they will never develop it.*
 - What was the reaction from people when this was presented at City Council?
 - *A couple people were there. The overall response has been positive. The pandemic has prompted remote work legislation in council. We have an opportunity now.*
 - Giving the Code Director a lot of power (to decide on permeable surfaces), there should be more of a standard. In 1971, there was nothing going on in upper stories, now there are a lot of student rentals in upper stories. We are fighting a losing battle. Will we have as many students moving forward?
 - *We need professional level apartments (1-2 bedroom units). Decouple the parking and rent, this makes the rent go down.*
- Tom P.: The demand for student housing is down, and the demand for 1-2 bedroom units is rising.
- Steve P.: Has heard from landlords that the 5 & 6 bedroom units are not renting now. There are many unused parking lots that are close to the APT service lines. The lines go through the business zone for the most part.
- John K.: There are many vacant buildings in the downtown area and he would not like to see them remain empty just because they can’t comply with parking regulations. Would like to see viable businesses in these buildings in addition to apartments. As a part owner of two 2-

bedroom apartments, having onsite parking makes them real attractive to renters, this has allowed them to keep tenants.

- Chris F. noted that these proposed changes will not change that. Because our requirements are too large, parking is exclusionary on the near east side.

Steve Patterson commented that this will be on the next Planning Commission meeting as a case. It is an option for the commission to recommend a public hearing.

4. Disposition of Minutes

Tom Pyle moved to accept the April 15, 2021 minutes. John Kotowski seconded. All present voted aye. Motion passed 4:0.

5. Report from City Planner and Director of Code Enforcement

David Riggs

- Several projects/site plan reviews will be coming forward to the Planning Commission soon.

6. Opportunity for Citizens to Speak

No comments

7. Announcements & Other Business

- Steve Patterson mentioned the recent flash flood on Richland Avenue. Updates on events like this can be found on Nixle, the city's emergency response system.
- The next meeting will be July 15, 2021.

8. Adjournment

Tom Pyle motioned to adjourn, John Kotowski seconded. All present voted aye. The meeting was adjourned at 12:47 p.m.

Steve Patterson, Planning Commission

Patricia Witmer, City of Athens

Title 23.08. Off Street Parking. Explained!

Parking! The thought of parking makes many a bureaucrat weak kneed...Parking, or more specifically off street parking, can have an outsized impact on the form and function of our communities. We have been in downtowns that are built more for cars than people. Less visual are the added costs to housing. Many times parking requirements for housing increase land needed for development. If, as in many areas, land is at a premium so structured parking is used. This can add considerable cost to the project, anywhere from \$20,000 to highs, in some areas, of \$60,000 per spot. The high cost of the required parking, in terms of space and money, restricts the resulting development. This, of course, increases the cost of any housing developed. Not having the “right size” parking requirements mostly results in too much parking, or the wrong type. This is an inefficient use of valuable urban land, creates parking lot hellscape and increases in housing costs. The community impacts of not the right size requirements also need to be addressed--loss of walkability in our neighborhoods, increased air and water pollution, and loss of moderate and affordable housing. We can see all these impacts in Athens.

Parking requirements and enforcement is one of the few “carrots” we have to help guide location and types of developments in Athens. Currently the parking required is more of a stick than a carrot and a blunt stick at that. Given current land values and development cost the result of our wrong sized parking restricts land development toward the “single family house on a large lot” model. It is even harder to do any sort of infill, duplex infill, or cottage development. This outcome is on its face exclusionary and results in the under supply of needed housing types.

In some areas, say Court Street, the requirement for parking increases the costs of development, but also causes an overabundance of certain parking types (think empty parking lots at night). The parking needs and parking requirements are mismatched. Based on demographics and car owning trends it will be a growing mismatch. There is no real reason, apart from regulation, that an uptown one bedroom apartment has to have parking. This is inefficient in both capital and land use. For developers it is ultimately cheaper to build more bedrooms, or ask for a variance. The needed one and two bedroom apartments don't get developed.

There are three basic approaches to ‘right sizing’ our parking.

1. Change the number of spaces required per unit. This could be uniform across the city based on bedrooms (like the current system). We could reduce the required number of spaces. There are a number of instances where reduction of parking requirements might be logical. This approach doesn't really address a number of issues discussed above. Basing all our requirements solely on bedrooms will still favor more expensive units than moderate units.

2. Change the total number of spaces allowed per unit. We have no upper limit on parking per unit currently. In some instances this results in inefficiencies in terms of money and land use, once again increasing development costs. The only requirement restricting the number of spaces per lot is the greenspace requirement.

3. Change of the dimension required for spaces. Reducing the overall dimensions of each space would help reduce impervious surfaces. Reduction could be across board or on a zone basis. I call this the “duh” approach.

And for the “carrot”?

We have no real development carrots, such as density requirements or property taxes. Parking is our carrot. And our carrot is one of those teeny tiny baby carrots. For example we don’t have language that gives flexibility for any type of mixed use, mixed income or affordable types of development, unless in a Planned Unit Development, which is not much use because the acreage needed to qualify for a PUD is so large.

The city has started to use new economic development tools developed at the state level. Programs such as Downtown Redevelopment Districts, Innovation and Opportunity Zones, etc. These programs will help to do innovative and sustainable development in the city. Having flexibility in parking requirements will help ensure these developments enhance the quality of life, and address issues we have around moderate and affordable housing, small size apartments, or age in place developments.

Support for updating 23.08

Here are several sections from our 2040 Comprehensive plan. These recommendations were the result of hundreds of hours of public input through multiple types of citizen and stakeholder interactions.

“Zoning changes are needed to help shift development focus from cars to people. This can be accomplished by converting parking minimum requirements to parking maximums while reducing the maximum allowable spaces permitted. Within neighborhoods, B-1 type zoning should be strategically placed to allow for walkable restaurant/retail locations close to where people live. (p20)

This plan recommends parking changes. These would be implemented as part of a broad set of changes to zoning regulation changes. These changes will include a reduction in parking

minimums and allow the creation of shared-use parking agreements to satisfy parking requirements. These changes would heavily impact the Stimson Avenue Corridor. (p37)

This plan recommends parking changes as part of a broad set of zoning changes. Reduce or waive parking requirements if a parking agreement can be met with an existing surface parking owner. There is little risk about overflow parking as there are no adjacent residential neighborhoods. Density of businesses and businesses with more varied hours will improve the productivity of this corridor. (p45 and others)

And our Sustainability plan:

Best practice: Walk, bike or take public transportation whenever possible to lower costs, get exercise and reduce carbon emissions (p16)

Analysis of relevant sections of Zoning Code:

R-10-21

Introduced by Chris Fahl, Chair
Planning & Development Committee

A RESOLUTION REQUESTING THE ATHENS CITY PLANNING COMMISSION CONSIDER AMENDING THE ZONING CODE OFF-STREET PARKING AND LOADING/UNLOADING REGULATIONS.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATHENS, OHIO;

SECTION I: Athens City Council requests consideration by the Planning Commission to amend Title 23, Zoning Code, Chapter 23.08, Off-Street Parking and Loading/Unloading Regulations, and Chapter 23.10, Definitions, Table B, Off-Street Parking Requirements, to read as attached hereto and incorporated herein by reference.

SECTION II: The Athens City Planning Commission is requested to consider this amended language at its next meeting and transmit its recommendation to Athens City Council within 60 days, unless a public hearing is required. If the Commission determines that a public hearing is appropriate, then this period may be extended to 90 days, pursuant to ACC 23.09.07.

SECTION III: The Clerk of Council is hereby directed to forward a certified copy of this resolution to the Athens City Planning Commission.

SECTION IV: This Resolution shall be in full force and effect at the earliest moment permitted by law upon its passage and approval by the Mayor.

President of Council

ATTEST:

APPROVED:

Clerk of Council

Mayor

Chapter 23.08. - Off-Street Parking and Loading/Unloading Regulations

23.08.01. - Off-street parking.

Any requirements for off-street parking shall be in accordance with the following regulations:

(A)

Each off-street parking space shall have an area of not less **MORE** than 180 square feet exclusive of access drives or aisles and each parking space shall have a minimum width of nine feet. There shall be adequate provision for ingress and egress to all parking spaces as determined by the zoning administrator. For one and two family dwelling units within an R-1 or R-2 zone, the required number of off-street parking places as established in the zoning code may be provided within access drives or driveways. All access drives or driveways shall not be less than ten feet wide. No access drive or driveway shall be located in any residential zone to provide access to uses other than those permitted in such zones. For residential uses in R-1, R-2, and R-3 districts driveways shall not exceed 20 feet in width at the street, or 20 percent of lot width, whichever is greater, and shall not be located between the right-of-way line and the front of a structure except in front of an attached garage, carport, or parking area.

Athens has fat parking spaces. We are about 25 square feet larger per space than best management suggests. Our size requirement for a space is more than for a bedroom.

(B)

Exclusive of hard surface driveways where parking is permitted as referenced in Athens City Code [7.05.01\(A\)](#), off-street parking areas or parking structures for residential structures shall not be located between the required setback line and right-of-way line. On corner lots, exclusive of hard surface driveways, no off-street parking areas or parking structures for residential structures shall be located between the side street right-of-way line and the required front yard setback line for structures on the side street.

(C)

The number of off-street parking spaces required is set forth in these regulations. (See Table B Chapter 23.11) In the case of changes or additions to any existing structure or its use including requests for increased occupancy in residential uses, parking shall be required to meet the requirements for all uses of the premises. In the case of any use or combination of uses not specifically mentioned herein, the zoning administrator shall determine the number of required parking spaces based on similar or comparable use.

(D)

All permitted and required accessory off-street parking spaces, open or enclosed, shall be located on the same lot as the use to which such spaces are accessory, except that such parking may be provided within a radius of 250 **1000** feet. The determination of distance will be the shortest from lot line to lot line. The property shall be in the same ownership as the use to which it is accessory and shall be subject to deed restrictions filed with the city, binding the owner and heirs, successors and assigns to maintain the required number of spaces available throughout the life of such use.

(E)

The number of required off-street parking spaces for a church, synagogue or house of worship may be satisfied in part or in whole **BY A JOINT USE PARKING AGREEMENT(S) AS PER 23.08.04**. ~~if there exists within 500 feet of the church, synagogue or house of worship, public or private parking lots containing a sufficient number of off-street parking spaces to satisfy the requirements of Table B Chapter 23.10. The church, synagogue or house of worship must provide the difference if the number of parking spaces in the private or public lots is below the number required by Table B Chapter 23.10. Any spaces provided in public or private lots must be shown to be available for worshipers on the day or days of greatest use.~~

(F)

Within the B-1 downtown business zone, the off-street parking requirement for principal permitted business uses not including residential uses may be eliminated if there exists improved public parking, **OR A JOINT USE PARKING AGREEMENT(S) AS PER 23.08.04**, to satisfy the requirements of Table B, Chapter 23.11.

(G)

Exclusive of portions of hard surface driveways where parking is permitted as referenced in accordance with Athens City Code [7.05.01](#) (A), no person shall park a motor vehicle or motorcycle between the required setback line and right-of-way line in front of any residential structure. On corner lots, exclusive of hard surface driveways, no person shall park a motor vehicle or motorcycle between the side street right-of-way line and the required front yard setback line for residential structures on the side street.

23.08.02. - Violations.

(A)

The penalty for violation of [Chapter 23.08](#) shall be a fine as determined by ordinance.

(B)

The service-safety director shall supply code enforcement officers, police officers and parking enforcement officers with citation tags, for the purpose of giving notice to persons violating any provisions of [Section 23.08.01](#). The notice may be given by delivering such tag to the violator, or

by affixing it to the vehicle in violation. The citation tags shall direct the violator to appear and to present such tag at a designated office of the city on or before a date and hour specified thereon.

23.08.03. - Off-street loading/unloading.

In any zone, in connection with every building, or building group or part thereof hereafter erected, which are used for manufacturing or commercial uses or distribution by vehicles of material or merchandise where required there shall be provided and maintained, on the same zone lot with such building, off-street loading/unloading berth in accordance with the requirement of Table C [Chapter 23.10](#) Each loading/unloading space shall be not less than ten feet in width, 40 feet in length, and have a minimum clearance of 14 feet, and may occupy all or any part of any required yard.

23.08.04. - ~~Joint facilities for parking or loading/unloading~~ **23.08.04 JOINT USE PARKING AND LOADING/UNLOADING.**

~~Off-street parking and loading/unloading facilities for separate uses may be provided jointly if the total number of spaces so provided is not less than the sum of the separate requirements for each use and provided that all regulations governing the location of accessory spaces in relation to the use served are adhered to. Further, no accessory space or portion thereof shall serve as a required space for more than one use unless otherwise approved by the BZA in accordance with the purposes and procedures set forth herein.~~

JOINT USE OF REQUIRED PARKING SPACES MAY OCCUR WHERE TWO OR MORE USES ON THE SAME OR SEPARATE SITES ARE ABLE TO SHARE THE SAME PARKING SPACES BECAUSE THEIR PARKING DEMANDS OCCUR AT DIFFERENT TIMES. JOINT USE OF REQUIRED PARKING SPACES IS ALLOWED ONLY IF THE USES AND HOUSING TYPES TO WHICH THE PARKING IS ACCESSORY ARE ALLOWED IN THE ZONE WHERE THE PARKING IS LOCATED. JOINT USE OF REQUIRED PARKING SPACES IS ALLOWED IF THE FOLLOWING DOCUMENTATION IS SUBMITTED IN WRITING TO CODE ENFORCEMENT AS PART OF A BUILDING OR ZONING PERMIT APPLICATION OR TITLE 41 REVIEW:

A. THE NAMES AND ADDRESSES OF THE USES AND OF THE OWNERS OR TENANTS THAT ARE SHARING THE PARKING;

B. THE LOCATION AND NUMBER OF PARKING SPACES THAT ARE BEING SHARED;

C. AN ANALYSIS SHOWING THAT THE PEAK PARKING TIMES OF THE USES OCCUR AT DIFFERENT TIMES AND THAT THE PARKING AREA WILL BE LARGE ENOUGH FOR THE ANTICIPATED DEMANDS OF BOTH USES; AND

D. A LEGAL INSTRUMENT SUCH AS AN EASEMENT, DEED RESTRICTION, OR LEASE THAT GUARANTEES ACCESS TO THE PARKING FOR BOTH USES.

This change will help to reduce the “empty parking lots at night syndrome”. Currently the requirements create empty parking lots at night. Shared space agreements help to equal out the types of parking, shrinking over abundance in office only parking.

23.08.05. - Development and maintenance of parking areas and structures and loading/unloading.

Every parking area for four or more cars, any structure used as a parking garage, or any loading area, or the portion of any access drive or driveway on the city right-of-way shall be developed and maintained in accordance with the following requirements. Plans for such areas shall be reviewed, approved or modified by the service-safety director or designated agent to insure compliance with these regulations.

(A)

Off-street parking areas or structures and off-street loading areas shall be effectively screened. The screening shall be on the sides which adjoin, abut, are adjacent to, or face premises situated in any residential zone or institutional building. Landscaping plan is required and must be submitted to the Athens City Tree Commission for review, and recommendation forwarded to the service-safety director for approval.

(B)

Except for access drives or driveways within R-1 and R-2 Zones, no off-street loading/unloading area or parking area or part thereof shall be closer than ten feet to any dwelling, school, hospital, or institution for human care located on an adjoining or adjacent lot.

(C)

Any off-street parking area or off-street loading/unloading area for four or more cars shall be **IN ACCORDANCE WITH ACC TITLE 27**. ~~paved with asphalt, brick, or concrete to create a hard and durable surface~~. Parking areas for three cars or fewer shall be covered by stone or other suitable material approved by the zoning administrator. Crushed stone and gravel surfaces are prohibited for parking areas for four or more cars and all paved areas shall be marked so as to provide for the orderly and safe loading/unloading, parking and storage of automobiles or trucks.

(D)

Any lighting used to illuminate any off-street parking or loading/unloading area shall be so arranged as to reflect the light away from adjoining premises.

(E)

Off-street parking facilities for multi-family structures containing four or more families shall be adequately lighted **AND IN COMPLIANCE WITH ACC 23.03.25.**

(F)

Any off-street parking area and off-street loading/unloading area shall be graded and drained so as to dispose of all surface water ~~without detriment to surrounding uses~~ **IN ACCORDANCE WITH ACC TITLE 27.**

(G)

~~Parking shall be permitted on the roof of structure, provided a four-foot wall is constructed around the perimeter of the roof.~~

23.08.06. EXCEPTIONS.

THE NUMBER OF REQUIRED PARKING SPACES MAY BE REDUCED AS FOLLOWS:

1. EXCEPTION FOR SITES CLOSE TO TRANSIT. THE MINIMUM NUMBER OF REQUIRED PARKING SPACES MAY BE REDUCED TO ZERO WHEN THE FOLLOWING IS MET:

A. THE SITE IS LOCATED 1500 FEET OR LESS FROM A PUBLIC TRANSIT SERVICE.

Our transit system is mature enough to start using as a linchpin for development. Studies show residents in a TOD have fewer cars because of the availability and ease of access of quality public transit.

For areas outside of a TOD then #two is for you! This is where the carrot is super helpful. The TIF ordinance we passed last month is an example of how a carrot is used to get a development that helps the city address important community issues. The flexibility of parking requirements is an important aspect of making development work for everyone.

2. EXCEPTIONS FOR NON TRANSIT SITES. THE MINIMUM REQUIRED VEHICLE PARKING SPACES MAY BE REDUCED UP TO 75% FOR THE FOLLOWING:

a. LOW INCOME HOUSING TAX CREDIT PROJECTS.

b. SUBSTITUTING ONE (1) VEHICLE PARKING SPACE FOR EVERY FOUR (4) BICYCLE PARKING SPACES ABOVE THE

MINIMUM REQUIRED, AS PER TABLE D. THIS EXCEPTION MAY ACCOUNT FOR UP TO 25% OF THE MAXIMUM PARKING SPACE REDUCTION ALLOWED.

- c. DESIGNATED DOWNTOWN REDEVELOPMENT DISTRICTS, SPECIAL IMPROVEMENT DISTRICTS, OPPORTUNITY ZONES OR INNOVATION ZONES.**
- d. OWNER OCCUPIED DUPLEX, INFILL, OR RENTAL CONVERSION. RENTAL CONVERSION MUST HAVE HAD A VALID RENTAL PERMIT FOR 3 OF THE LAST 5 YEARS.**
- e. PLANNED UNIT DEVELOPMENTS**
- f. B2D UPTOWN BUSINESS ZONE WITH ONE AND TWO BEDROOM HOUSING UNITS.**
- g. RESIDENTIAL TAX INCREMENTAL FINANCING**
- h. DEVELOPMENTS WITH AT LEAST 50% UNIVERSAL DESIGN UNITS.**

- i. HOUSING WITH NET ZERO OR LEED CERTIFICATION.**

23.08.07 ALLOWABLE USES OF EXCESS PARKING SPACES.

AUTOMOBILE PARKING SPACES THAT WERE REQUIRED BY CODE AT THE TIME OF CONSTRUCTION MAY BE CONVERTED TO OTHER USES PROVIDED THAT:

- 1. THE PROPERTY OWNER CONDUCTS A PARKING STUDY, APPROVED BY THE CODE ENFORCEMENT OFFICE, DEMONSTRATING THAT CURRENT PARKING DEMAND RENDERS THE SPACES UNNECESSARY, AND;**
- 2. THE MUNICIPALITY HAS REDUCED THE MINIMUM PARKING REQUIREMENT SINCE THE BUILDING WAS PERMITTED SUCH THAT THE SPACES TO BE CONVERTED WOULD NO LONGER BE REQUIRED.**

Chapter 23.10. Definitions

Table B – Off-Street Parking Requirements

Uses	Minimum Required Off-Street Parking Spaces
Automobile or machinery sales and service garage	One for each 800 sq. Ft. Floor area
Banks, businesses, and professional offices PROVIDING ON-SITE CUSTOMER SERVICES	One for each 300 400 sq. Ft. Floor area
OFFICES NOT PROVIDING ON-SITE CUSTOMER SERVICE	ONE SPACE FOR EACH 800 SQ. FT.
Bowling alleys	Four THREE for each alley
Churches and schools	One for each eight seats in an auditorium or one for each 17 classroom seats; whichever is greater
Dance halls and assembly halls without fixed seats	One for each 100 sq. Ft. Of floor area used for assembly or dancing, except church assembly rooms in conjunction with auditorium
Dwellings (owner-occupied single family)	Two for each dwelling unit plus one for each additional renter
Dwellings (all other dwelling units including units which have been newly constructed or newly converted)	One for each permitted occupant, a minimum of two per dwelling unit
DWELLINGS, ACCESSORY	1 SPACE PER UNIT
DWELLINGS, MIXED USE	1 SPACE PER DWELLING UNIT/OCCUPANT, PLUS REQUIRED SPACES FOR THE COMMERCIAL USE(S)
DWELLINGS, MULTI-FAMILY	1 BEDROOM DWELLING UNIT—1 SPACE PER UNIT; 2 OR MORE BEDROOM DWELLING UNITS—1 SPACE PER OCCUPANT*

DWELLINGS, SINGLE FAMILY

2 SPACES, NO MAXIMUM

DWELLINGS, TOWNHOUSE

1 BEDROOM DWELLING UNIT—1 SPACE PER UNIT; 2 OR MORE BEDROOM DWELLING UNITS—1 SPACE PER OCCUPANT

DWELLINGS, TWO-FAMILY

1 SPACE PER DWELLING UNIT

Funeral homes, mortuaries

Four for each parlor or one for each 50 sq. **Fft.** Floor area

Furniture and appliance stores, household equipment, stores, hardware stores, or furniture repair shops

One for each 400 sq. **Fft.** Floor area

Hospitals

One for each two beds

Hotels

One for each two bedrooms

Manufacturing plants, research or testing laboratories, or bottling plants

One for each two employees in the maximum working shift, or for each 1,200 sq. **Fft.** Floor area, whichever is greater

Medical, or dental, **OR VETERINARY** clinics

One for each 200 **400** sq. **Fft.** Floor area

Motels, bed and breakfast

One for each living or sleeping space

Restaurants, night clubs, or similar facilities

ONE FOR EACH SIX BEDS (A) IF LESS THAN 4,000 SQ.FT. IN GROSS FLOOR AREA, ONE SPACE PER 250 SQ.FT. OF GROSS FLOOR AREA; (B) IF OVER 4,000 SQ.FT. IN GROSS FLOOR AREA, 20 SPACES PLUS ONE ADDITIONAL SPACE PER 200 SQ.FT. IN EXCESS OF 4,000 SQ.FT.

Retail stores, shops, etc. **EXCEPT AS SPECIFIED, CONVENIENCE STORES, DEPARTMENT STORES, DRUG STORES, AND GROCERY STORES**

One for each 200 **250** sq. ft. floor area
Net floor area less than 10,000 sq. ft.— One for each 200 sq. ft.
Net floor area less than 10,000—99,999 sq. ft.— One for each 250 sq. ft.
Net floor area less than 100,000—399,999 sq. ft.— One for each 300 sq. ft.
Net floor area less than 400,000 or more sq. ft.— One for each 350 sq. ft.

Personal services facilities

One space per 300 **SQ. FT.** square feet

Sanitariums, convalescent homes, children's homes

One for each six beds

Sports arenas, auditoriums, theaters, assembly halls other than schools or churches

One for each six seats

Sweepstakes/internet cafés

One for each computerized device

Wholesale establishments

One for every three employees on maximum shift
or for each 3,000 **SQ. FT.** of floor area,
whichever is greater

