



ARTICLE 9 Parking and Loading Requirements

9.01 Purpose

The purpose of this Section is to outline requirements for parking, stacking, and loading spaces by use and to regulate the location of parking areas in relation to adjacent uses.

9.02 General Requirements

- A. Parking, Stacking and Loading Space Required.** When any building or structure is erected, modified, enlarged, or increased in capacity, or any use is established, modified, or enlarged, the requirements of this Section shall be met. For enlargements, modifications, or increases in capacity, the requirements of this Section shall apply only to such enlargements, modifications, or increases in capacity. In all districts, all required parking spaces shall be provided as off-street spaces. In cases of mixed use occupancy, the minimum number of parking, stacking, and loading spaces shall be the cumulative total of individual use requirements unless otherwise specified.
- B. Handicap Spaces.** Spaces for the physically handicapped shall be provided in off-street parking areas as required by the Americans with Disabilities Act.
- C. Minimum Required.** In all instances where parking is required, except for residential uses, a minimum of five parking spaces shall be provided per use.
- D. Maintenance.** All parking, stacking and loading facilities shall be permanently maintained by the owners or occupants.
- E. Access.** All parking, stacking, and loading facilities shall have vehicular access to a street, either directly or via a shared driveway or alley.
- F. Additional Parking Facilities.** If any use change or expansion, or any building or structure increase, results in the need for an increase in off-street parking spaces of less than ten percent (10%) of the parking facilities previously provided or of less than five (5) spaces, whichever number is greater, no additional parking facilities shall be required.

G. Parking Lot Reduction – Deferred and Shared Parking

- 1.** The Board of Zoning Appeals may authorize a reduction in the number of parking spaces below the amount required by this Article based upon a showing by the applicant that such a reduction is warranted because the anticipated demand for parking is less than the number of parking spaces required by this Article. A portion of the required parking spaces may remain landscaped and unpaved or paved with porous pavement provided that the parking and unpaved areas complies with the following standards.
 - a.** No more than 30 percent of the required number of parking spaces may be designated for deferred parking, unless the development is part of a phased development.
 - b.** The plans submitted with the zoning certificate application shall denote the location and layout of that portion of the parking area that is currently not deemed required. The plan shall indicate that the “deferred” parking spaces will be constructed according to this resolution in the event that the Zoning Inspector or Zoning Commission makes a finding, at any time, that all or any portion of this parking is necessary.
 - c.** At no time shall any portion of the required area that is so designated for future construction be used for the parking of vehicles of the construction of any structure or paved surface.
 - d.** The owner shall initiate construction of the approved “future” parking area, as identified on the approved plan, within three months of the receipt of a certified letter or a letter through normal postal service (in the event that the certified letter is not accepted) sent to the owner of record from the Zoning Inspector, identifying that such parking is determined to be necessary.
- 2.** When the allocated capacity required by contiguous uses on the same parcel exceeds ten (10) spaces, the developed portion of the parking capacity may be a minimum of seventy-five percent (75%) of the allocated capacity, provided however that the undeveloped parking is configured in such a manner that it may be completed in conformity with the provisions of this Resolution at such time as it may be needed.

3. Shared Parking - Where more than one use is provided on a single parcel, or on adjacent parcels subject to easements running with the land for a period not less than the useful life of the structure, and where one use customarily occurs at a time different than other uses on the parcel, the following credits may be used to reduce the required parking capacity of the parcel to the extent that the amounts credited are provided for the companion use(s).

USE - COMPANION USE	CAPACITY REDUCED BY
Hotel – Office/Bank	0.8 cars per hotel room
Office/Bank - Retail	20% of Office/Bank required
Place of Assembly - Retail	50% of Assembly required
Restaurant - Retail	50% of Restaurant required
Restaurant – Office/Bank	50% of Restaurant required

4. In the absence of abutting properties having been developed in such a manner that interconnection of driveways, accessways, or access aisles is physically impossible, all new off-street parking facilities shall be designed for joint use by abutting properties so as to provide for mutually coordinated or joint parking, access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied-in to create a unified system. To achieve these objectives:

- Driveways, accessways, and access aisles of commercial and mixed-use property shall be interconnected with all existing driveways, accessways, and access aisles in parking areas already developed on abutting commercial and mixed-use property.
- Where abutting property is not developed, driveways, accessways, and access aisles of commercial and mixed-use property shall be brought to the common property line so that future interconnection is possible.

9.03 Parking Requirements

A. Parking spaces shall be provided as listed below in Table A - Parking Requirements. For any use not specifically listed in Table A, the parking requirements shall be those of the most similar use as determined by the Zoning Inspector.

For phased developments, the Board of Zoning Appeals may provide that up to fifty percent (50%) of the parking spaces required by this Article will not be immediately constructed and may be kept in reserve. Such reserve parking areas must be kept planted with grass and maintained rather than surfaced for parking until such time the additional parking space is necessary to serve completed phases of the associated development. No above ground improvements shall be placed or constructed upon such reserve parking area. The area designated as reserve parking must be clearly depicted on the phased development site plan and the terms and conditions of phasing of the parking area completion as determined by the Board of Zoning Appeals, must be clearly set forth in notations on the approved site plan.

B. Applicants may propose more spaces than allowed in Table A provided that they submit a parking demand study that illustrates the need for additional parking spaces.

TABLE A – Parking Requirements

PLACES OF ASSEMBLY	VEHICLE	BICYCLE
Bowling Alley	3 per alley	5 spaces
Clubs, Lodges	1 per 75 nsf	5 spaces
Churches	1 per 3 seats	5 spaces
Dance Halls, Night Clubs	1 per 50 nsf	5 spaces
Golf Driving Ranges	1.5 per tee	5 spaces
Libraries	1 per 250 nsf	5 spaces
Museums	1 per 500 nsf	5 spaces
Restaurant	1 per 75 nsf	5 spaces
Stadium	1 per 5 seats	15 spaces
Stage & Movie Theaters & Studios with Audience	1 per 4 seats	10 spaces

BUSINESS USES	VEHICLE	BICYCLE
Offices (Administrative, Business & Professional)	1 per 200 nsf	2, or 1 per 40,000sf
Building Supplies	1 per 600 gsf	3 spaces
Laundry (Self-Service)	1 per 4 machines	3 spaces
Motor Vehicle Sales	1 per 300 gsf	2 spaces
Motor Vehicle Service	2 per service bay	2 spaces
Retail Stores	1 per 250 gsf	2, or 1 per 5000sf
Supermarkets	1 per 200 gsf	2, or 1 per 5000sf
Wholesale Storage	1 per 600 gsf	2, or 1 per 40,000sf

EDUCATIONAL USES	VEHICLE	BICYCLE
Day Care Center	1 per 300 gsf	2, or 1 per 10,000sf
Elementary School or Junior High School	1.5 per classroom plus 1 per 6 seats in auditorium	1 per classroom
High School	1.5 per classroom plus 1 per 8 students	1.5 per classroom

MANUFACTURING USES	VEHICLE	BICYCLE
All	1 per 400 gsf	2, or 1 per 15,000sf

INSTITUTIONAL USES	VEHICLE	BICYCLE
Inpatient Hospital or Clinic	1 per 2 beds	2, or 1 per 40,000sf

Hospice	2 per bed	2, or 1 per 40,000sf
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RESIDENTIAL	VEHICLE	BICYCLE
One or Two Family Dwellings	2 per dwelling	n/a
Hotel/Motel	1 per room	1 per 8 rooms
Apartment Buildings	2 per unit	1 per 5 units

C. Parking space dimensions and aisle widths shall be provided as noted below. At a minimum, all parking lots shall:

1. Have a minimum stall size of 9' x 18'.
2. Have rectangular parking stalls.
3. Have aisle widths and parking angles in a minimum ratio as shown below:

Parking Angle	Minimum Aisle Width	Direction of Flow
45°	12'3"	One way
50°	12'9"	One way
55°	13'3"	One way
60°	14'3"	One way
65°	15'2"	One way
70°	16'	One way
75°	24'	Two way
90°	24'	Two Way

4. Have no greater than five percent (5%) slope.

5. Have a number and location of access drives compatible with traffic circulation patterns both within the site and on the abutting street system.
6. Provide sufficient stacking area (area where cars may need to wait in line to exit onto the street or to enter to circulate in the parking lot) for two (2) vehicles at the outbound access drives from the site.
7. No parking space may be closer than twenty (20) feet from the public right-of-way.
8. No parking space shall be designed to allow a vehicle to protrude or overhang a sidewalk or any landscaped area.
9. Minimize potential conflict points between pedestrians, bicycles, and motor vehicles.
10. Required off-street parking facilities shall be maintained as long as the use or structure exists for which the facilities are designed to serve.

D. All parking facilities shall incorporate an easily identified hierarchy of access drives and parking aisles to properly channelize and organize the flow of traffic to and within the facility.

All access drives, internal roadways, parking and loading areas and service areas shall be designed to provide for use by public safety vehicles and shall be looped or interconnected where possible. All parking facilities shall be arranged to minimize the conflicts between pedestrians and vehicles and to minimize the number of turning movements required.

All parking areas sharing common entrances or drives, or serving the same use and providing for twenty (20) or more spaces, shall have thru circulation. No dead-end aisle shall serve more than nineteen (19) cars nor be less than twenty-four (24) feet in width.

E. Bicycle parking facilities shall be provided as part of new multi-family developments of four (4) units or more, and as part of new retail, office and institutional developments. Bicycle parking spaces should provide a convenient place to lock a bicycle within twenty (20) feet of front entrance if ten (10) or less spaces are required. If ten (10) or more spaces are required, long term parking may be placed further than twenty (20) feet from entrance and include additional security measures. Bicycle parking shall preferably provide support to the frame of the bicycle, and

all bicycle parking spaces shall provide clearance for a bicycle length at least six (6) feet long, two (2) feet wide, and provide at least seven (7) feet of vertical clearance if covered. Bicycle parking should not interfere with pedestrian circulation. Bicycle parking spaces are provided in Table A; Section 9.03.

9.04. Parking Lots in Residential Districts

- A.** The Board of Zoning Appeals may issue a Conditional Zoning Certificate for parking facilities serving uses located in the adjacent district where it finds that:
 - 1. The parking lot is accessory to and for the use of one or more permitted or conditionally permitted uses in the abutting district, and
 - 2. Such parking area abuts directly on or has frontage on a street directly abutting the adjacent district, and
 - 3. Access to such parking area is either directly from the abutting district or from the street separating the districts, and
 - 4. Off-street parking facilities accessory to residential use and developed in any residential district in accordance with the requirements of this Article shall be used solely for the parking of passenger vehicles owned by occupants of the dwelling structures to which such facilities are accessory, or by guests of such occupants. Under no circumstances shall required parking facilities accessory to residential structures be used for the storage of commercial vehicles or for the parking of vehicles belonging to the employees, owners, tenants, visitors, or customers of business or manufacturing establishments.
- B.** Parking facilities are not to be utilized for performing substantial vehicle repairs or maintenance unless within an enclosed structure.
 - 1. Such parking area is used solely for the purpose of parking passenger vehicles and that no commercial repair or service work will be conducted in such area, and
 - 2. No sign except safety signs designating entrances are to be maintained in such parking area, and
 - 3. Driveways are located not closer than twenty (20) feet to a property located in a Residential District, and

4. Such parking area is effectively screened on each side by a fence of acceptable design, wall or compact hedge not less than four (4) feet in height and no solid portion of which is more than six (6) feet in height. Hedges shall be placed in a planting strip not less than three (3) feet in width and which is serviced by a hose faucet located within fifty (50) feet for the maintenance of plant materials. The space between any fence, wall or hedge and the side lot line of the adjoining premises in a Residential District shall be landscaped with grass, hardy shrubs, weed-free mulch or evergreen ground cover and shall be maintained in good condition, and
5. Such other requirements as the Board may determine to be necessary to protect the health, safety, welfare and enjoyment of the abutting property.

9.05 Stacking and Loading Requirements

A. Stacking Requirements.

1. Any use having a drive-through facility shall provide a drive-in stacking area on-site to minimize off-site traffic congestion while waiting for service. For each pick-up unit associated with a drive-through facility, an owner shall provide stacking spaces, each the size of a regular parking space.
2. The area required for any stacking space(s) is exclusive of any required parking space, loading space, driveway, aisle or required yard and is dependent on the total number of pick-up units as shown below.

Vehicle Drive-Through Stacking Requirements

Number of Pick-up Units	Minimum Number of Stacking Spaces
1	8
2	12
3	18
4	23
5 or More	25

3. Sites with stacking shall include an exclusive by-pass lane with a minimum width of ten (10) feet or include an aisle, driveway or other circulation area in the parking lot designed to allow vehicles to bypass the stacking line.
4. A pick-up unit may project up to one (1) foot into the stacking area.

B. Loading Requirements.

1. Every building and/or non-residential occupancy which customarily receives or distributes goods by motor vehicle shall be provided with sufficient space on the premises for loading and unloading which does not restrict fire lanes, designated parking areas, or required drives or aisles. Such loading space shall be located within fifty (50) feet of the entrance to the occupancy and shall be graded in such a manner as to permit snow removal and the use of a hand truck.
2. No off-street loading space shall be located in any part of a required front yard. Any off-street parking space may be located in any part of the required side or rear yard, except the side yard along the side street of a corner lot. No off-street loading space shall be located closer than fifty (50) feet to any lot in any residential district, unless wholly within a completely enclosed building or unless enclosed on all sides by a masonry wall or uniformly painted solid board fence matching the principal structure in color and not less than six feet in height.
3. The minimum number of off-street loading spaces required for various types of uses shall not be less than that as set forth below.

Minimum Number of Loading Spaces for Commercial Uses

Gross Floor Area (square feet)	Minimum Loading Spaces Required
< 5,000	0
5,000 to 10,000	1
> 10,000 to 30,000	2
> 30,000 to 90,000	3

> 90,000 to 150,000	4
> 150,000 to 250,000	5
> 250,000	5 plus 1 for each 80,000 additional s.f. or fraction thereof exceeding 250,000 s.f.

Minimum Number of Loading Spaces for Office and Institutional Uses

Gross Floor Area (square feet)	Minimum Loading Spaces Required
< 25,000	0
25,000 but < 100,000	1
100,000 to < 350,000	2
350,000 or more	2 plus 1 for each 300,000 additional s.f. or fraction thereof exceeding 350,000 s.f.

4. In addition to or in conjunction with the required loading spaces, each building and/or non-residential occupancy shall be provided with designated service areas which shall provide for the assembly and loading of trash and refuse. Such areas shall be fenced or walled in such a manner as to contain the trash and refuse.

9.06 Design Standards.

- A. For the purposes of this section, non-residential shall mean all commercial, office and institutional properties and uses. The term shall further include multi-family residential dwellings consisting of four (4) units or more.
- B. The following design standards shall apply to both residential and non-residential properties and uses, unless otherwise indicated.
 1. **Design.** Parking facilities shall be designed and constructed to allow unobstructed movement into and out of each parking space without interfering with fixed objects or vehicles; minimize delay and interference with traffic on public streets and access drives; and maximize sight distances from parking lot exits and access drives. All off-street parking spaces in parking lots shall have access from parking lot driveways and not directly from streets.

2. **Landscaping, Screening and Buffering.** Parking facilities, other than for one-or two-family dwellings, shall have an area exceeding five percent (5%) of the actual area of parking spaces landscaped in islands either located at the entrances to aisles or replacing parking spaces.
 - a. All parking facilities serving more than ten (10) spaces shall be landscaped such that the parked vehicles are buffered from the view of persons standing on adjacent property, or traveling on public streets, for a period of not less than six (6) months per year.
 - b. Parking facilities with 60 parking spaces or more shall have landscape islands a minimum of seventeen (17) feet in length and five (5) feet in width placed at intervals no greater than twenty (20) parking stalls in a row. Landscape islands at the ends of parking rows shall count towards meeting this requirement.
3. **Minimum Setbacks.** All parking spaces must be a minimum of twenty (20) feet from the public right-of-way.
4. **Lighting.** All artificial lighting used to illuminate a parking lot shall be so arranged that all direct rays from lighting fall entirely within such parking lot or accessory walkways. Lighting standards shall not exceed twenty-two feet (22') in height and shall be equipped with top and side full cut-off shields -- as defined by the Illuminating Engineering Society of North America (IESNA) -- to prevent glare onto adjacent properties and to protect the view of the night sky.
5. **Yard Requirements.** Subject to the limitations of Section 9.06 B. 2. a., off-street parking spaces may occupy all or any part of any required side or rear yard. However, in no event, shall any required front yard or the side yard along the side street in the case of a corner lot be occupied by such parking space.
6. **Striping.** All non-residential parking areas shall be striped and maintained in good condition to be clearly visible with lines four (4) inches wide to indicate parking space limits.
7. **Traffic Control.** Any non-residential off-street parking area shall be marked or posted with such traffic control devices as may be determined necessary by the Zoning Inspector for the protection of

operators and pedestrians, including directional arrows, one-way signs, no parking signs and fire lane signs and meet the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).

8. Improvements.

- a.** Required parking spaces, access drives, and loading areas shall be paved and maintained with concrete, asphalt, or similar material of sufficient thickness and consistency to support anticipated traffic volumes and weights. Curb and gutter or an equivalent drainage system shall be provided along the periphery of the parking lot, except where it is determined by the Summit County Engineer that such system is not practical for storm drainage purposes. All facilities shall be graded, properly drained, stabilized, and maintained to minimize storm-water run-off, dust and erosion.
- b.** In all districts, off-street parking provided and maintained as paved/impervious surface shall be counted as part of the allowable lot coverage as defined and specified in this Zoning Resolution.
- c.** Parking areas composed of pervious surfaces are encouraged for all land uses and lots, unless there are over-riding environmental limitations, and may be provided to meet all or part of any required parking spaces on a lot. Twenty percent (20%) of such pervious surfaces shall be counted as part of the overall allowable lot coverage. Measures that shall be considered to reduce the amount of impervious surfaces in all proposed parking lots include: provide pervious parking stall surfaces; provide pervious overflow parking; provide pervious snow-storage space; conserve existing natural areas, including trees on-site; and minimize clearing to the extent practicable while retaining access, sight distances, and safe vehicle flows.

- 9. Wheel Stops.** Whenever a non-residential parking area extends to a lot line, sidewalk, planter strip or building, a wheel stop device consisting of blocks, a permanent curb, expanded sidewalk or other suitable restraint shall be installed. The minimum height of a wheel stop device shall be five (5) inches and the minimum distance from a wheel stop device to a property line or protected area shall be two (2) feet six (6) inches.

10. Driveways: A driveway is an access corridor leading from a public right-of-way to a parking lot, aisle, parking circulation area, garage, off-street parking space or loading space. Each driveway shall be located and designed in a manner that provides for the safety of motorists and pedestrians. A driveway serving a non-residential parking lot shall be located and designed so that vehicles entering or leaving such parking lot will be traveling in a forward motion. When driveway construction requires the removal of trees within the public right-of-way, replacement trees equal to the number, type, and size of the trees removed shall be planted in the vicinity of the driveway.

a. Residential Driveways.

- i.** To ensure the location of driveway flares in front of the subject property, a driveway shall maintain a minimum three (3) foot setback from the (continued) side property line at the street, unless there is a shared driveway.
- ii.** A driveway shall be six feet or more from another driveway, except for a common drive serving two adjoining lots, which uses a common driveway apron.
- iii.** A driveway serving a residence shall have a minimum throat width of ten feet and a maximum throat width of eighteen (18) feet. Shared residential drives shall not exceed a combined throat width of twenty-four (24) feet.
- iv.** A driveway shall consist of an approved impervious material (i.e. concrete, asphalt, concrete pavers, etc.) Permeable pavement materials such as porous asphalt or concrete, modular or permeable pavers, or similar products, may be approved subject to review and approval by the Zoning Inspector.
- v.** The driveway flare shall be a minimum distance of thirty-two (32) feet from a street intersection.

b. Commercial Driveways.

- i. A driveway shall be one hundred (100) feet or more from another driveway, except for a common drive serving two adjoining lots, which uses a common driveway apron.
- ii. One-way driveways shall have a minimum throat width of ten (10) feet. All other two-way non-residential driveways shall have a minimum throat width of twenty (20) feet and a maximum throat width of thirty-five (35) feet, except curb returns.