

Chapter 1125: Parking, Access, and Mobility

1125.01 Purpose

The regulations of this chapter are intended to achieve, among other things, the following purposes:

- (a) To relieve congestion on streets so they can be utilized more fully for movement of vehicular traffic;
- (b) To ensure safe pedestrian access to and between developments;
- (c) To lessen vehicular movement in the vicinity of intensive pedestrian traffic to promote safety and convenience;
- (d) To protect adjoining residential neighborhoods from the impacts of large nonresidential vehicular use areas;
- (e) To promote general convenience, welfare and prosperity of developments which depend upon off-street parking, loading, and circulation; and
- (f) To provide regulations and standards for the development of accessory off-street parking and loading facilities in accordance with objectives of the Comprehensive Plan and codes of the City.

1125.02 Applicability

(a) Time of Review

Compliance with this section shall be reviewed as part of an application for a zoning certificate, unless otherwise stated.

(b) New Development

- (1) The requirements of this section shall apply to all new development where there is the construction of a new structure (excluding accessory structures) or establishment of a new land use.
- (2) The number of existing parking, loading, or waiting spaces may not be reduced below the minimum requirements established within this chapter.

(c) Expansions and Enlargements

- (1) The parking, loading, and waiting space requirements of this section shall apply when an existing structure is expanded or enlarged or when there is an increase in the number of dwelling units within the building. In the case of such expansions and enlargements, additional parking, loading, and waiting spaces are required to serve only the enlarged or expanded area.
- (2) The requirements of this chapter shall also apply to the creation or expansion of any new parking lot, regardless if there are changes in the structure or use.

(d) Accessory and Temporary Uses

Accessory and temporary uses shall be exempt from the requirements of this chapter unless specifically required in [Chapter 1113: Accessory and Temporary Use Regulations](#).

(e) Subdivisions

All subdivisions shall be subject to the requirements of Section [Chapter 1129: Subdivision Design](#).

1125.03 General Standards

The following standards shall apply to all vehicular use areas regulated by this chapter unless specifically noted.

(a) Access to Rights-of-Way

The City Engineer shall review and approve all requests for access to public rights-of-way prior to construction. All improvements, curb cuts, and approaches in the public right-of-way shall be constructed pursuant to The Engineering Construction Standards, current edition.

(b) Location

- (1) Except as otherwise expressly provided in Section [1125.04\(d\)\(2\)](#), all required off-street parking, loading, and vehicle waiting spaces shall be located on the same lot as the principal use.
- (2) Where a buffer is required pursuant to [Chapter 1123: Landscaping and Buffering](#), no vehicular use area may be located in the required buffer area and related setback.
- (3) All driveways and parking areas shall be subject to lot coverage requirements for the applicable zoning district.

(4) Parking and Driveways in AG, R-1, R-2 and R-T Districts

- A. For single-family and two-family dwellings, driveways and parking shall comply with the following standards:
 - i. Driveways shall be set back a minimum of three feet from all lot lines except where the driveway curb intersects with the street;
 - ii. Parking shall be set back a minimum of three feet from all lot lines and 10 feet from the right-of-way except where the driveway intersects the street;
 - iii. Driveways located within 10 feet of the right-of-way shall have a maximum width of 25 feet, though the Zoning Administrator may make exceptions to this requirement for the tapering of drives; and
 - iv. Parking shall not be permitted directly between living space of a residence and the right of way unless authorized by the Zoning Administrator due the irregular shape or configuration of the residence or lot.
- B. All other uses shall comply with parking setbacks of the R-3 District. See [Table 1125-1](#).

(5) Parking Lot and Parking Area Setbacks in All Other Districts

Parking lots and parking areas in all other zoning districts shall comply with [Table 1125-1](#). Parking lots that comply with the shared parking requirements of Section [1125.04\(d\)\(2\)](#), shall not be required to comply with the setbacks in [Table 1125-1](#) along the portion of the lot line of shared parking areas.

TABLE 1125-1: PARKING LOT AND PARKING AREA SETBACKS									
All Setbacks are in Feet									
Setback From:	R-3 and R-4	CF	C-1	C-2	C-3	C-4	I-1	I-2	I-3
Rights-of-way	25	35	[1]	10	20	[1]	20[2]	25[2]	10
Project lot lines abutting an R-1, R-2, or R-T District	20	20	10	20	20	10	50	50	25
Project lot lines abutting an R-3 or R-4 District	10	10	10	10	20	10	50	50	25
Project lot lines abutting all other districts	10	10	8	8	8	5	10	10	8

NOTES:
 [1] All parking must be located behind the front building line.
 [2] Lots located across from the street from a residential zoning district shall be set back a minimum of 40 feet from the right-of-way.

(c) Fire Code

All vehicular use areas shall conform to all requirements set forth in the applicable fire code as adopted by the City of Wooster.

(d) Accessibility

All vehicular use areas shall be designed and improved in compliance with applicable building and design codes to ensure compliance with the Americans with Disabilities Act.

(e) Parking Lot Landscaping and Screening

See [Chapter 1123: Landscaping and Buffering](#).

(f) Illumination in Open Areas

- (1) Vehicular use areas shall be illuminated whenever necessary to protect the public safety.
- (2) All lighting shall comply with the regulations in Section [1117.03](#).

(g) Use of Vehicular Use Areas

- (1) Off-street vehicular use areas required by this section shall be used solely for the parking, loading or unloading, or waiting area for motor vehicles in operating condition of patrons, occupants or employees of such uses.
- (2) No motor vehicle repair work or service of any kind, except emergency repairs, shall be permitted in or in association with any off-street vehicular use area, except that off-street vehicular use areas for residential uses may be used for occasional auto washing or minor repairs of vehicles owned by the occupant.
- (3) Off-street parking areas shall not be used for the storage or display of vehicles, trailers, boats, etc. for sale unless such display is in conjunction with a business establishment whose principal business is in the sale or lease of vehicles, trailers, or boats or if the vehicle being sold is the personal vehicle of the lot owner.
- (4) The use any off-street parking space, waiting space, or loading/unloading space for storage of wrecked, junked and/or inoperable vehicles shall be prohibited.
- (5) The sale of merchandise in a parking area shall be permitted only in accordance with [Chapter 1113: Accessory and Temporary Use Regulations](#).

(h) Grading, Surface, and Maintenance

- (1) All vehicular use areas shall be graded, drained, and provided with adequate drainage facilities so that adjacent properties and rights-of-way, including public sidewalks, shall not be subject to flooding by run-off water from the proposed parking area.
- (2) All requirements of Chapter 925 of the Codified Ordinances, Storm Drainage, shall be applicable. The City Engineer shall approve plans before construction may begin.
- (3) All off-street vehicular use areas shall be graded and provided with a hard surface of asphaltic, bituminous cement, concrete, or other properly bound pavement so as to provide a durable and dustless surface, including private parking areas on residential lots. Areas surfaced with gravel, stone, dirt, lawn, landscaping, or other surface not expressly permitted by this code shall not be used for off-street vehicular use areas.
- (4) Temporary parking permitted as part of a temporary use per Section [1113.02](#) or any pervious surface permitted per Section [1125.03\(h\)](#) may be exempt from this section, as specified by this code.
- (5) Up to 50 percent of parking spaces may be constructed of a pervious surface, as approved by the City Engineer. The design of any areas surfaced with a pervious surface shall be reviewed by the City Engineer. Failure to maintain the pervious surface in good working order as may be necessary dependent on the type of surface shall be considered a violation of this code subject to [Chapter 1133: Enforcement and Penalties](#).
- (6) The owner shall, at his/her own expense, maintain the surface of the vehicular use areas in a smooth and dust-free condition and repair any disintegration of the surface by patching or sealing when such disintegration takes place.
- (7) All vehicular use areas shall be maintained in a manner to keep it as free as practicable from rubbish, paper and other loose particles, and snow and ice shall be promptly removed by the operator.
- (8) All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians.
- (9) All signs, markers or any other methods used to indicate direction of traffic movement and location of parking and/or loading spaces shall be maintained in a neat and legible condition.
- (10) Any walls, trees and shrubbery, as well as surfacing of the parking lot, shall be maintained in good condition throughout its use for parking purposes.

(i) Curbs and Wheel Blocks/Bumper Guards

- (1) The use of curbs, wheel blocks, or bumper guards in parking areas shall be constructed with a minimum height as approved by the Zoning Administrator, with consultation from the City Engineer.
- (2) Continuous concrete curbing, wheel blocks, and bumper guards may be utilized to protect pedestrian areas, buildings, structures, or landscaping when located adjacent to vehicular use areas.
- (3) When provided, wheel stops or bumper guards shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space.

(j) Marking

All off-street parking areas shall indicate the location of each parking or waiting space, the location of spaces for persons with disabilities, and the location and direction or movement along the aisles and access drives providing access thereto by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surface.

(k) Bicycle Parking

When bicycle parking accommodations are provided on a site, they shall be located in an area adjacent to the building and separate from vehicular or pedestrian (sidewalk) traffic circulation so as to prevent traffic conflicts and safety hazards between vehicles, people, and bicyclists.

(l) Parking and Usage of Recreational Vehicles, Trailers and Motor Vehicles

In addition to the requirements of Section [1125.03\(b\)](#), recreational vehicles and trailers may be parked subject to the following conditions provided that no living quarters shall be maintained therein, no business shall be conducted therein and that no permanent connection shall be made to any utilities while such trailer is stored or parked.

- (1)** Recreational vehicles and related trailers, and noncommercial trailers may be parked or stored outdoors in the side or rear yard of a lot used for residential purposes, provided that:
 - A.** The vehicles and/or trailers are set back a minimum of 10 feet from all lot lines; and
 - B.** The parking area shall meet the surface requirement as specified in Section [1125.03\(h\)](#). Alternative hard surface brick or interlocking paver material may be used.
- (2)** Recreational vehicles, related trailers, and noncommercial trailers may be parked for a period of up to 72 consecutive hours, up to 10 times a year, on other surfaced areas of a lot used for residential purposes for the loading and unloading of guests and supplies provided the vehicle or trailer does not encroach into a right-of-way.
- (3)** Commercial trailers shall not be parked or stored outdoors in any residential zoning district.
- (4)** Recreational vehicles, related trailers, noncommercial trailers, and commercial trailers may be parked or stored outdoors on a lot in nonresidential zoning districts if allowed subject to the regulations for outdoor storage and displays.
- (5)** Recreational vehicles, related trailers, noncommercial trailers, and commercial trailers may be parked or stored, in any condition, within a fully enclosed garage that is located in accordance with Section [1113.01](#).
- (6)** The vehicle or trailer shall be properly licensed and registered for highway use as required by the State, and the vehicle shall be maintained in good condition so that it can be readily transported (wheels shall not be removed; tires shall not be flat; and the vehicle shall not be fixed to the ground).
- (7)** The parking or outdoor storage of recreational vehicles and trailers is prohibited in any right-of-way.

(m) Parking of Commercial Vehicles

- (1) In residential zoning districts, only those vehicles that are classified as a Class 1 (Light Duty) or Class 2 (Light Duty) vehicle by the Federal Highway Administration are permitted to be parked or stored on residential lots. All other classification of vehicles may only be parked or stored on residential lots when within a fully enclosed building.
- (2) The parking or outdoor storage of commercial motor vehicles, semi-trailers, and/or buses is prohibited in any right-of-way unless specifically authorized by the City of Wooster Codified Ordinances.
- (3) In all nonresidential zoning districts, the parking or the outdoor storage of commercial motor vehicles shall be subject to use regulations and outdoor display and storage regulations of the applicable zoning district.

1125.04 Off-Street Parking Requirements

(a) Rules for Computation

(1) On-Street Parking

On-street parking spaces shall not be counted toward off-street parking space requirements except as may otherwise be provided for in this code.

(2) Driveway Space Meeting Parking Requirements

Entrances, exits, or driveways shall not be computed as any part of a required parking lot or area, except in the case of single-family or two-family dwellings where driveways may be used in calculating the amount of off-street parking.

(3) Multiple Uses

Where a building or group of buildings on the same lot contains two or more uses, the parking areas shall include a number of spaces that equals the combined total of parking spaces required for each individual use, except as otherwise allowed in this chapter.

(4) Area Measurements

All square footage-based parking standards shall be computed on the basis of gross floor area of all floors in the building. Up to 15 percent of the gross floor area may be excluded from the above calculation if the area is used for storage accessory to the principal use, restrooms, utilities or other maintenance areas, loading and unloading docks, and other areas incidental to the principal use.

(5) Capacity- Based Standards

- A. For the purpose of computing parking requirements based on employees, students, residents, or occupants, calculations shall be based on the typical, or average, number of persons working on a single shift, the typical, or average, enrollment, or the maximum fire-rated capacity, whichever is lesser.
- B. In hospitals, bassinets shall not be counted as beds.
- C. In the case of benches, pews, and similar seating accommodations that do not have individual seats, each 24 inches of length of seating shall be counted as one seat for the purpose of determining the parking requirements.

(6) Unlisted Uses

- A.** Upon receiving an application for a use not specifically listed or addressed in the parking schedule in Section [1125.04](#), the Zoning Administrator shall apply the parking standard specified for the listed use that the Zoning deems most similar to the proposed use in regards to use, size and intensity of use.
- B.** If the Zoning Administrator determines that there is no listed use similar to the proposed use, intensity, or size, the Zoning Administrator may refer to the estimates of parking demand based on recommendations of the American Planning Association (APA), the Urban Land Institute (ULI) and/or the Institute of Traffic Engineers (ITE).
- C.** The Zoning Administrator’s decision regarding parking requirements for a specific use is appealable to the BZA as established in Section [1105.13](#).

(b) Number of Spaces Required

- (1)** This section defines the number of parking spaces required for each use within the City.
- (2)** For all uses except single-family and two-family dwellings, the number of parking spaces required in [Table 1125-2](#) may be modified according to the following provisions:
 - A.** An application shall include the number of spaces required in [Table 1125-2](#) or up to 10 percent less without needing an administrative waiver or variance approval.
 - B.** Additional reductions shall be permitted if the applicant provides off-site parking spaces, shared parking spaces, or deferred construction parking spaces as provided for in Section [1125.04\(d\)](#).
- (3)** For all land use types, a minimum of five spaces is required for each facility other than a single-family detached, single-family attached, or two-family dwelling.
- (4)** Properties in the C-4 District located east of Grant Street and north of Henry Street shall be exempt from providing parking spaces as required by this section. All other sections of this chapter shall remain in full effect.

TABLE 1125-2: NUMBER OF REQUIRED OFF-STREET PARKING SPACES	
Use	Parking Space Requirements
Agricultural Uses	
Agriculture (Raising of Crops or Livestock) and Community Gardens	No parking spaces are required
Greenhouses and Nurseries	One space per 250 square feet of indoor display and sales area plus one space per 1000 square feet of outdoor sales / display areas
Residential Uses	
Cluster Residential Development, Single-Family Attached and Detached Dwellings, Two-Family Dwellings, Multi-Family Dwellings, Manufactured Homes, and Mobile Homes	Two spaces per dwelling unit
Dormitories	One space per sleeping room, plus one space per 300 square feet of common room floor area
All Other Residential Uses Listed in Table 1109-1	One space per two beds

TABLE 1125-2: NUMBER OF REQUIRED OFF-STREET PARKING SPACES

Use	Parking Space Requirements
Commercial and Office Uses	
Adult Uses	One space per 300 square feet of floor area
Agriculture/Farm Supplies and Sales	One space per 400 square feet of floor area of sales room, plus one space for each service stall in the service room, plus five spaces for employees
Animal Day Care/Animal Grooming	One space per 300 square feet of floor area
Assembly Halls, Membership Clubs, and Conference Centers	One space per four fixed seats or one space per two persons based on the occupant load limit, whichever is greater
Automotive Repair (Heavy)	One space per 300 square feet of indoor floor area, plus two spaces per service bay (service bay may not be counted as a parking space).
Automotive Service Station and Parts Sales	
Automotive Sales and Leasing	One space per 200 square feet of indoor floor area
Bars and Taverns	One space per 100 square feet of floor area
Bed and Breakfast Establishments	Two spaces for owner plus one space for each guest room
Business and Professional Offices	One space per 300 square feet of floor area with a minimum of five spaces
Business Service Establishments	One space per 400 square feet of floor area with a minimum of five spaces
Campgrounds	One space for each camp site
Financial Institutions	One space per 300 square feet of floor area with a minimum of five spaces
Funeral Homes and Mortuaries	Six spaces for each parlor + one space for each fleet vehicle or one space for each 50 square feet of floor area in assembly rooms used for services, whichever is greater.
Hotels and Motels	One space per room or suite plus one space for every two employees
Kennels or Animal Boarding	One space per 400 square feet of floor area
Live/Work Units	Three spaces per unit
Medical or Dental Clinics or Offices and 24-Hour Urgent Care	One spaces per 200 square feet of floor area
Microbrewery, Microdistillery, or Microwinery	One space per 100 square feet of floor area
Mixed Use Building (with Residential Uses)	One space per 300 square feet of nonresidential floor area + one space per dwelling unit
Mobile Home, Commercial Truck, and Recreational Vehicle Sales, Leasing, Service, or Storage	One space per 200 square feet of indoor floor area
Personal Service Establishments	One space per 200 square feet of floor area, or two spaces per station/chair, whichever is greater
Recreation Facilities	For indoor facilities, one space for each three persons at maximum building capacity. For any outdoor facility, see Section 1125.04(c) .
Restaurants	One space per 100 square feet of floor area
Retail Commercial Uses	One space per 300 square feet of floor area
Service Commercial Uses	
Automotive Fuel Sales	One space per 300 square feet of indoor floor area plus one space per fuel pump or service bay (service bay may not be counted as a parking space).

TABLE 1125-2: NUMBER OF REQUIRED OFF-STREET PARKING SPACES

Use		Parking Space Requirements
Theaters		One space for each four persons at maximum building capacity
Vehicle Washing Establishment		One space per washing bay (washing bay may not be counted as a parking space)
Veterinarian Offices/Animal Hospitals		One space per 300 square feet of floor area
Industrial Uses – All Use Types		
The total number of required spaces is cumulative based on the variety of different functions present in a single use as established below		
Office or Administrative Area		One space per 300 square feet of floor area
Indoor Sales Area and Displays of Goods Manufactured on Site		One space per 300 square feet of indoor floor area
Indoor Areas Used for Storage, Assembly, Vehicular Service, or General Manufacturing Activities	1-3,000 square feet of floor area	One space per 300 square feet of floor area
	3,001-5,000 square feet of floor area	One space per 500 square feet of floor area
	5,001-10,000 square feet of floor area	One space per 750 square feet of floor area
	10,001 or more square feet of floor area	One space per 1,250 square feet of floor area
Outdoor Storage Area (3,000 square feet or less)		One space per 1,500 square feet of outdoor space
Outdoor Storage Area (more than 3,000 square feet)		One space per 2,500 square feet of outdoor space
Warehousing		One space per employee on site during the largest shift.
Public and Institutional Uses		
Active Recreational Uses	Athletic/Play Field	See Section 1125.04(c) .
	Golf Course	Four spaces per green
	Golf Driving Range	One space for each driving tee plus five spaces for employees
	Parks, Playgrounds	See Section 1125.04(c) .
	Skating Facility	One space per 250 square feet of floor area
	Swimming Pools, Tennis or Racquet Clubs, and Similar Recreation Facilities	See Section 1125.04(c) .
Cemeteries		One space per four seats in a chapel or place of assembly
Colleges and Higher Educational Institutions		See Section 1125.04(c) .
Community Recreation Facility		See Section 1125.04(c) .
Cultural Facilities and Structures		See Section 1125.04(c) .
Educational Institutions (K-12) – Grades 9 to 12		One space for every teacher, employee and administrator, plus one space per seven students, or one space for every four seats in the largest auditorium or sports arena, whichever is greater
Educational Institutions (K-12) – Grades K to 8		Two spaces per classroom or one space for every four seats in the largest auditorium or assembly room, whichever is greater
Essential Services		No parking spaces are required
Government Facilities		See Section 1125.04(c) .

TABLE 1125-2: NUMBER OF REQUIRED OFF-STREET PARKING SPACES	
Use	Parking Space Requirements
Government Offices	One space per 400 square feet of floor area with a minimum of five spaces
Hospitals	One space for every two patient beds + four spaces per 1,000 square feet of outpatient clinics, laboratories, pharmacies and other similar uses
Nursery Schools or Day Care Centers (Children or Adults)	One space for every four children based on maximum capacity
Passive Parks, Open Space, and Natural Areas	See Section 1125.04(c) .
Places of Worship	One space per four fixed seats in the main assembly room or one space per four persons at maximum capacity, whichever is greater
Utility Facilities and Buildings	See Section 1125.04(c) .
Wireless Telecommunication Facilities	Two spaces per tower

(c) Uses with Variable Parking Demand Characteristics

Uses that reference this subsection in [Table 1125-2](#) have widely varying parking demand characteristics, making it difficult to establish a single off-street parking standard. Applicants that propose a use subject to this subsection shall submit information with their application on the size of building, potential employment, proposed seating, applicable fire capacity information and similar information along with justification on how the proposed number and design of parking spaces is sufficient for the proposed use. The Zoning Administrator shall have the authority to review and make a decision on the proposed number of parking spaces based on the information submitted by the applicant and any estimates of parking demand based on recommendations of the American Planning Association (APA), the Urban Land Institute (ULI) and/or the Institute of Traffic Engineers (ITE).

(d) Alternative Parking Solutions

The total amount of parking spaces required in Section [1125.04](#) may be reduced by 50 percent utilizing one or more of the following alternative parking solutions.

(1) Deferred Construction of Required Spaces

If the number of parking spaces required in [Table 1125-2](#) is substantially larger than the number anticipated by the applicant and the applicant provides sufficient evidence that supports the reduced parking needs, an application may be approved with an allowance for the construction of a lesser number of parking spaces provided that:

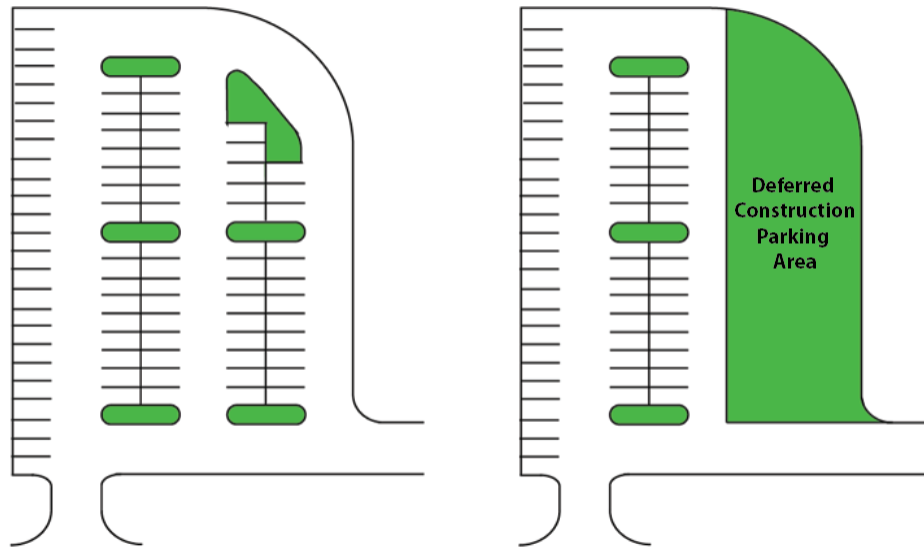


Figure 1125-A: The parking lot shown on the left is a traditional parking lot with interior parking islands while the parking lot on the right illustrates where an area is unimproved but is designated for future parking spaces if the demand arises.

- A. The parking plan submitted with the application shall denote the location and layout of that portion of the parking area that currently is deemed not required. The plan shall indicate that the deferred parking spaces will be constructed according to these regulations in the event that the Planning Commission or Zoning Administrator determines at any time that all or any portion of this parking is necessary.
- B. The applicant shall be required to provide a plan or drawings that shows the site designed for full compliance with the applicable stormwater regulations, lighting regulations, and landscaping regulations as if the entire parking area was to be constructed even though a portion of the parking area may not be developed initially.
- C. At no time shall any portion of the required parking area that is so designated for future vehicular use area construction be used for the construction of any other structure or paved surface unless in compliance with the original plans identified in Paragraph B above. Such construction of the vehicular use area shall require a zoning certificate.
- D. At no time shall any portion of the required parking that is so designated for future construction as provided herein be counted as open space or other non-paved areas required by other provisions of this section.
- E. The owner of record shall be required to begin construction of the approved deferred parking area(s), as identified on the approved parking plan, within six months of written notice from the Zoning Administrator, identifying that such parking is determined to be necessary. Such determination may be made:
 - i. When the Planning Commission or Zoning Administrator, as applicable, is reviewing an application related to a change of use or activity; or

- ii. When the Zoning Administrator, or their designee, documents that vehicles related to the use are consistently parked on the grass, landscaping area, on other properties, or on the street.
- F. Construction of the deferred parking area must be completed within one year of the written notice identified in paragraph [1125.04\(d\)\(1\)E](#) above. Failure to construct the remaining parking area within the applicable timeframe shall be considered a violation of this code.

(2) Shared Parking or Off-Site Parking

Shared parking or off-site parking may be authorized under this code subject to the requirements of this section. In all cases, both types of alternative parking solutions shall comply with Section [1125.04\(d\)\(2\)C](#).

A. Shared Parking Option

- i. Shared parking is encouraged and permitted if the multiple uses that the shared parking will benefit can cooperatively establish and operate the facilities and they are located on adjacent properties.
- ii. Shared parking is not permitted to serve residential uses except in the C-4 District.
- iii. The applicant shall have the burden of proof for reduction of the total number of parking spaces and shall document and submit information substantiating their request.
- iv. Parking spaces to be shared shall not be reserved for a specific person, individual, or use on a 24-hour basis.
- v. Accessible parking spaces shall not be shared, unless the uses that are to share the spaces are adjacent to the accessible spaces and no inconvenience to the users of such spaces would be created.
- vi. Parking facilities to be shared shall be located on the same lot as the use for which the parking space is intended, except when the parking facility complies with the off-site parking option.
- vii. Shared parking may be approved if:
 - a. A sufficient number of spaces is provided to meet the highest demand of the participating uses;
 - b. The number of shared spaces is equal to or less than 50 percent of the least intense use to utilize the shared parking; and
 - c. Evidence has been submitted by the parties operating the shared parking facility, to the satisfaction of the Zoning Administrator, documenting the nature of uses and the hours when the individual uses will operate so as to demonstrate the lack of potential conflict between them.

B. Off-Site Parking Option

- i. Off-site parking shall not be used to satisfy the off-street parking standards for residential uses except in the C-4 District.
- ii. Required parking spaces reserved for persons with disabilities shall not be located in an off-site parking area.

- iii. No off-site parking space shall be located more than 800 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This route may include crossing a right-of-way provided it uses a legal crosswalk.
- iv. If an off-site parking area is located in a different zoning district than the use served, the off-site parking areas shall still adhere to the vehicular use landscaping regulations of Section [1123.05](#).
- v. Off-site parking for a nonresidential use shall not be permitted in a residential zoning district.
- vi. Contiguous lots providing off-street parking for more than one use shall provide sufficient spaces to comply with the combined total parking requirements for all uses except when the allowance for shared parking is granted in compliance with this section.

C. Parking Agreement Required

A parking agreement shall be required for shared or off-site parking arrangements in accordance with this section.

- i. The agreement shall be subject to review and approval by the City's Law Director and shall provide for the rights of the respective parties to use the parking areas as shared or off-site parking areas.
- ii. The agreement shall include provisions and evidence of deed restrictions or other recorded covenants that ensure that the spaces will be properly maintained during the life of the development.
- iii. The agreement shall include language that states that no changes shall be made to the shared or off-site parking facility that would reduce the parking provided for the applicable uses, unless the parties of the agreement agree to make other arrangements to provide parking that will comply with this chapter. No such changes shall be made without Zoning Administrator approval prior to any changes taking place.
- iv. The approved shared agreement shall be filed with the application for a zoning certificate and shall be filed with the Wayne County Recorder's Office in a manner as to encumber all properties involved in the parking agreement.
- v. The applicant shall be required to provide proof that the agreement has been recorded with the Wayne County Recorder's Office prior to the issuance of a zoning certificate.

(e) Design of Off-Street Parking Areas

Off-street parking areas shall be designed and constructed in accordance with the following requirements.

(1) Access to Parking

Access to parking areas shall be provided as follows for all parking areas other than garages for individual dwelling units:

- A.** Parking areas shall provide suitable maneuvering area so that vehicles enter from, and exit to, a public street in a forward direction only.
- B.** Parking lots shall be designed to prevent access at any point other than at designated access drives.

(2) Parking Lots Adjacent to Buildings

All off-street parking spaces for uses other than single-family and two-family dwellings shall be set back a minimum of six feet from any wall of a building if such wall contains ground floor openings other than a garage door providing access, light, or ventilation to the building.

(3) Parking in Designated Areas Only

Any vehicle parked on any lot shall be so parked only in parking areas specifically constructed for such purposes, and shall not be parked on tree lawns, sidewalks, lawns or other areas required by this code to be landscaped.

(4) Parking Space Dimensions

Each parking space shall have direct and unrestricted access to an aisle of the minimum width set out in [Table 1125-3](#) and illustrated in [Figure 1125-B](#).

TABLE 1125-3: PARKING STALL AND AISLE DIMENSIONS				
Parking Angle/Type	A		B	C
	Aisle Width		Stall Width (Feet)	Length of Stall (Feet)
	One-Way	Two-Way		
0°/Parallel	12 ft.	20 ft.	9	23
45°	13 ft.	20 ft.	10	19
60°	18 ft.	22 ft.	10	19
90°	22 ft.	24 ft.	9	18

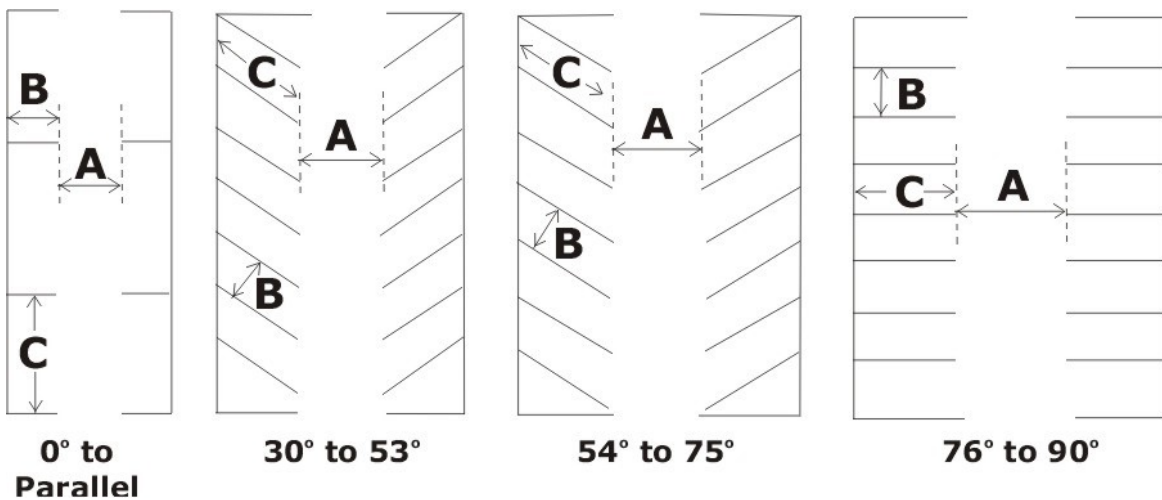


Figure 1125-B: Illustration of parking angles and related dimensional references.

1125.05 Vehicle Waiting Space Requirements

- (a) Drive-through facilities and other establishments which, by their nature, create lines of customers waiting to be served within automobiles, shall provide off-street waiting areas, on the same lot as the use, in addition to the required number of parking spaces specified in [Section 1125.04](#).

(b) The number of required waiting spaces shall be as provided for in [Table 1125-4](#).

TABLE 1125-4: WAITING SPACE REQUIREMENTS		
Activity	Minimum Waiting Spaces (Per Lane)	Measured From:
Financial Institution or Automated Teller Machine (ATM)	3	Teller or Window
Restaurant	4	First Drive-Through Window or Stall
Full Service Car/Truck Wash	5	Outside of Washing Bay
Self-Service or Automated Car/Truck Wash	2 for each bay	Outside of Washing Bay
Retail Fuel Sales	2 per accessible side of the pump island	Fuel Pump
Other	As determined by the Zoning Administrator	

- (c) Waiting lanes shall be provided for any use having a drive-through facility and shall comply with the following standards:
- (1) Drive-through waiting lanes shall have a minimum width of eight feet and a minimum length of 18 feet for each space required.
 - (2) When waiting lanes are separated from other waiting lanes, bypass lanes, or from other site areas, the separation shall be by means of a raised concrete median, concrete curb, landscaping, or painted striping.
 - (3) The number of waiting spaces required by [Table 1125-4](#) shall be required for each separate waiting lane. If two or more waiting lanes converge into one lane (e.g., two lane separate lanes to order at a restaurant converge to one lane after the drive-through sign), the waiting spaces shall be measured in accordance with [Table 1125-4](#) with the spaces located after the convergence point counting toward both waiting lanes.
 - (4) Vehicles shall not be permitted to wait within the public right-of-way for service at such drive-in or drive-through facilities.
 - (5) The Planning Commission may reduce the number of required waiting spaces when the applicant provides credible documentation, such as studies from similar sites, that fewer than the required number of waiting spaces does not impede vehicular traffic flow on the site and ingress/egress to the site.

1125.06 Off-Street Loading Requirements

Loading and unloading facilities shall be provided prior to occupancy of every nonresidential building hereafter erected, altered, or to be occupied by a new user, and shall be maintained as long as such building is occupied or unless equivalent facilities are provided in conformance with the regulations of this chapter.

- (a) The Zoning Administrator may waive loading/unloading requirements based on the character of the proposed use or the impracticality of adding loading/unloading docks to existing buildings.

- (b) All loading spaces shall be located on the same lot as the use served, in a manner that enables the orderly and safe movement of trucks and no part of any required yard, off-street parking area, nor access drive thereto, shall be used for loading or unloading purposes, except that the Zoning Administrator may allow two or more uses to cooperatively provide off-street loading/unloading spaces, subject to the assurance of permanent availability.
- (c) Off-street loading spaces shall not be used for repair or servicing of motor vehicles.
- (d) Each required off-street loading/unloading space shall be designed for direct vehicular access by means of a driveway, or driveways, to a public street, provided, however, that loading/unloading shall not be from the public right of way except in situations of existing commercial facilities in the C-4 District where no other opportunity for loading/unloading exists.
- (e) When a building includes a combination of uses as set forth in this section, the required number of loading spaces will be the sum of the required loading spaces for each use. In no case shall the development be required to provide in excess of 5 loading spaces.

(f) Classification of Loading Spaces

A loading space shall consist of a rectangular area of one or more of the following classes:

- (1) Class A: An area at least fourteen feet by fifty-five feet having a vertical clearance of fifteen feet or more, plus adequate area for ingress and egress.
- (2) Class B: An area at least twelve feet by thirty feet having a vertical clearance of fifteen feet or more, plus adequate area for ingress and egress.

(g) Number of Loading Spaces Required

Every nonresidential building shall provide a loading space pursuant to the provisions in [Table 1125-5](#) unless otherwise waived in accordance with Section [1125.06\(a\)](#).

TABLE 1125-5: MINIMUM NUMBER OF LOADING SPACES REQUIRED		
Activity or Use	Number of Spaces by Class	
Industrial, Manufacturing and Warehousing		
15,000 square feet or less	1	Class B space
Greater than 15,000 square feet	2	Class A spaces
Offices Uses		
Less than 8,000 square feet	None	
Greater than 8,000 square feet	1	Class B space
Retail and Restaurant Uses		
Less than 3,000 square feet	None	
3,000 square feet to 10,000 square feet	1	Class B space
10,001 square feet to 40,000 square feet	1	Class A space
40,001 square feet or more	2	Class A spaces
All Other Nonresidential Uses		
Less than 3,000 square feet	None	
3,000 square feet or more	1	Class B space

1125.07 Regulations for Access Drives and Traffic Flow

The location, width, and number of entrance and exit access drives to accessory parking spaces shall be in accordance with the Section [1125.08](#), for those sites located on an arterial or collector road. For all other sites, the following, as well as Subsection [1125.08\(b\)](#), shall apply:

- (a)** Entrances to parking lots shall be only from an adjoining public street or alley or from a permanent private, access easement. Adequate ingress and egress to the parking lot by means of clearly limited and defined drives shall be provided for vehicles. Ingress and egress for a parking lot lying in an area zoned for other than residential use shall not be across land in a residential district.
- (b)** The location and width of entrance and exit access drives to parking facilities shall be planned to interfere as little as possible with the use of nearby property and with pedestrian and vehicular traffic on the nearest streets. Access drives shall be located at least 50 feet from the right-of-way line of the nearest intersecting street.
- (c)** Driveways shall be setback a minimum of three feet from any lot line with the exception of the one where the drive connects to the street. Such setback shall not apply to shared driveways.
- (d) Number of Drives**

 - (1)** Each parcel shall have not more than two access drives from each abutting street unless otherwise permitted below.
 - (2)** One additional access drive may be permitted for lots that have 200 or more feet of frontage on one street.
 - (3)** The Planning Commission may permit an additional access drive for lots that have more than 500 feet of frontage when the Planning Commission determines it is in the interest of good traffic operation.
 - (4)** Insofar as practical, the use of common drives by two or more uses shall be encouraged to reduce the number of such access points.
- (e) Cross-Access Requirements**

 - (1)** Development that includes nonresidential uses shall allow for shared, private vehicular access among all buildings and/or lots within the development and with adjacent lots to the maximum extent feasible in order to facilitate movement of customers and their vehicles without generating additional turning movements on public streets.
 - (2)** Where cross access is provided across multiple lots, a cross-access easement shall be recorded with the Wayne County Recorder prior to issuance of a certificate of occupancy. Cross access shall be provided subject to the following provisions:

 - A.** Cross-access routes shall permit shared automobile access to driveways and parking areas for all nonresidential uses in the development, and to the maximum extent feasible, to adjacent lots and development. The use of parking spaces may be restricted to the owner's customers and tenants only.
 - B.** The Zoning Administrator may waive the requirement for cross access, in whole or in part, administratively, where cross-access is deemed impractical due to vehicular safety issues or environmental constraints such as severe topography.

(f) Driveway Entrances

All driveway entrances and other openings onto streets within the City shall be constructed so that:

- (1) Vehicles can exit from the lot in question without having to back up, except lots that contain single-family dwellings and two-family dwellings; and
- (2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized.

1125.08 Access Management

Improvements and roadway access required as the result of site development shall be located; designed; and constructed to provide safe access to property and enable safe traffic flow throughout the City. It is recognized that land use and site planning issues are directly related to the capacity of roadways to efficiently move traffic through an area and provide safe access to adjoining property. It is also recognized that achieving an appropriate balance between roadway access to adjoining property and the ability of roadways to carry through traffic will not only reduce future congestion and accident rates, but will also enhance emergency vehicle response times.

(a) State Access Management Standards

In reviewing development projects adjacent to arterial and collector streets, the Planning Commission and the City Engineer shall require adherence to the State of Ohio Department of Transportation State Highway Access Management Manual, current edition, as well as the City's Engineering Construction Standards for access management, current edition.

(b) Other Access Management Standards

- (1) The minimum distance between nonresidential access drives, on adjacent parcels, shall be as set forth in the Ohio Department of Transportation, State Highway Access Manual, current edition, for all parcels located on state routes within the City's corporation limits.
- (2) The minimum distance for nonresidential drives on other City streets shall be as set forth in the Engineering Construction Standards, current edition.
- (3) The Planning Commission, upon a recommendation from the City Engineer, may grant an exception to the regulations in this subsection when the Planning Commission determines that reduced spacing will not impair public safety or the management of traffic on abutting roadways. In granting this exception, the Planning Commission may require the property owner to enter into a recorded agreement with the City that preexisting access points to the site will be closed and eliminated after the completion of a joint access driveway with an adjacent parcel.
- (4) Adjacent nonresidential properties that generate 100 trips or more per day according to the Institute of Transportation Engineer's Trip Generation Manual, shall provide a cross access drive to allow circulation between sites. The Planning Commission, upon the recommendation from the City Engineer, may modify or waive the requirements of this sub-section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

- (5) A system of joint use driveways and cross access easements shall be established along all streets designated as collector or greater and the building site shall incorporate one or more of the following:
 - A. Service drive connections or cross access corridors between sites preferably visible from the street; a design speed of 10 miles per hour and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 - B. Stub-outs and other design features to show that the abutting properties may be tied in to provide cross access via a service drive; or
 - C. A unified access and circulation system plan that includes coordinated or shared parking areas is provided.
- (6) To effectuate Paragraphs [A](#) through [C](#) a cross-access agreement shall be required in accordance with Section [1125.07\(e\)](#).
- (7) The Planning Commission, upon the recommendation from the City Engineer, may modify or waive the requirements of this subsection where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

(c) Traffic Impact Studies

- (1) A Traffic Impact Study (TIS) shall be required whenever a Major Subdivision or Development Plan application meets any of the development intensity thresholds listed below. The Planning Commission may waive this requirement based on a recommendation from the City Engineer:
 - A. Generates or has the potential to generate traffic volumes equal to or exceeding 100 vehicle trip ends (total of entering and exiting vehicles for the proposed development at full 20-year build out and occupancy) during the highest peak hour of the development or land use;
 - B. A turn-lane warrant analysis may be required by a development or land use generating less than 100 vehicle trip ends in the peak hour; or
 - C. Proposed access within a location identified by the City Engineer as a safety problem or accident location.
- (2) The City Engineer shall maintain a list of submission requirements for a TIS.
- (3) The TIS shall outline recommended mitigation measures, including but not limited to roadway widening, turn lane geometries, changes to signalization, elimination or combination of access points, or reduction in the proposed intensity of use, demonstrate any changes to the level of service achieved by these measures, and describe any alternatives or suggested phasing of improvements. The responsibility for construction and timing of roadway improvements shall be described.

(d) Turn Lanes

Turn lanes shall be provided on all existing arterial and collector streets adjacent to a proposed major subdivision. The Planning Commission may waive this requirement based on a recommendation from the City Engineer.

1125.09 Sidewalks, Walkways, Trails, and Bikeways

(a) Public Sidewalks

(1) New Sidewalks Not Part of a Subdivision

- A.** New public sidewalks, constructed to meet City of Wooster engineering standards shall be required along the street frontage of any lot being developed when the following conditions exist:
 - i.** The development includes new construction on a vacant lot, a complete redevelopment of an existing principal building (e.g., the principal building is torn down and replaced), or an existing building is expanded by 100 percent of the existing floor area;
 - ii.** There is no public sidewalk along one or more of the public street rights-of-way adjacent to the lot;
 - iii.** A public sidewalk exists in the public right-of-way on any lot adjacent to the lot being developed; and
 - iv.** There is adequate existing right-of-way for the public sidewalk.
- B.** All sidewalks at intersections, or other locations as required by the City Engineer, shall include ramps that are compliant with the American with Disabilities Act (ADA).
- C.** Sidewalks and walkways for places of public accommodation and commercial facilities shall be designed and constructed to be readily accessible to persons with disabilities in accordance with the ADA.
- D.** In lieu of a sidewalk, the Planning Commission may require a multi-use trail or bikeway be installed along rights-of-way as indicated in the adopted City of Wooster Bike Path Plan.
- E.** Sidewalks, trails, or bikeways required by this section shall be installed before the Zoning Administrator issues a certificate of zoning compliance.

(2) New Sidewalks, Walkways, Trails, and Bikeways as Part of a Subdivision

- A.** In all major subdivisions, sidewalks, walkways, and bikeways shall be provided as necessary to provide safe, convenient and efficient transportation.
- B.** All sidewalks, walkways, trails, and bikeways required by this section shall be installed as part of the public improvements as established in Section [1129.04](#).
- C. Location Criteria**
 - i.** Sidewalks shall be constructed on both sides in the right-of-way of all public streets.
 - ii.** Sidewalks shall connect with existing sidewalks on streets adjacent to or within the land subdivided, and shall be placed to enable the eventual continuation with proposed or future sidewalks in the vicinity of the land subdivided.
- D. Design Standards**
 - i.** Sidewalks shall have a minimum width of four feet when located along a public right-of-way with a width of 60 feet or less.
 - ii.** Sidewalks shall have a minimum width of five feet when located along a public right-of-way that has a width of more than 60 feet.

- iii. A planting strip shall be required between the curb and the sidewalk as required in the Engineering Construction Standards, current edition.
- iv. Sidewalks, walkways, and bikeways shall be designed with a maximum grade of eight percent, unless sidewalks include steps and handrails of an acceptable design.
- v. All sidewalks at intersections, or other locations as required by the City Engineer, shall include ramps that are compliant with the ADA.
- vi. Sidewalks and walkways for places of public accommodation and commercial facilities shall be designed and constructed to be readily accessible to persons with disabilities in accordance with the ADA.
- vii. Multi-use trails or bikeways shall be installed within a subdivision as indicated in the adopted City of Wooster Bike Path Plan.
- viii. The subdivision shall also include appropriate connections between trails and bikeways to all parks, schools, and adjacent neighborhoods, as approved by the Planning Commission.

E. Access to Open Space and Public Facilities

In order to facilitate pedestrian access from the streets and sidewalks to schools, parks, playgrounds, open space, or other nearby streets, the Planning Commission may require public rights-of-way or easements with a minimum width of 30 feet to ensure the perpetual unobstructed access to such facilities. Such easements shall be indicated and dedicated on the subdivision plat.

(b) Internal Pedestrian Access

- (1) Where a sidewalk exists in a public right-of-way adjacent to the site, or is required to be constructed as part of the development approval, a paved pedestrian connection shall be constructed from the sidewalk to the entrance of the building.
- (2) The pedestrian connection shall have a minimum width of four feet with a minimum of 30 inches of vehicle clearance on either side of the sidewalk.



Figure 1125-C: This photograph illustrates how a sidewalk connecting the public sidewalk to the business can be integrated into the required landscaping.

- (3)** All pedestrian walkways located within a site (internal pedestrian circulation) shall be physically separated from the drive lanes and driveways. Additionally, all sidewalks and crosswalks shall be constructed of an impervious surface and shall be visually distinct from the driving surface by use of pavers, color, bricks, scored concrete, or other material approved by the Zoning Administrator. See [Figure 1125-C](#).